CYCLE NEWS®

September 27, 1989 : Number 38

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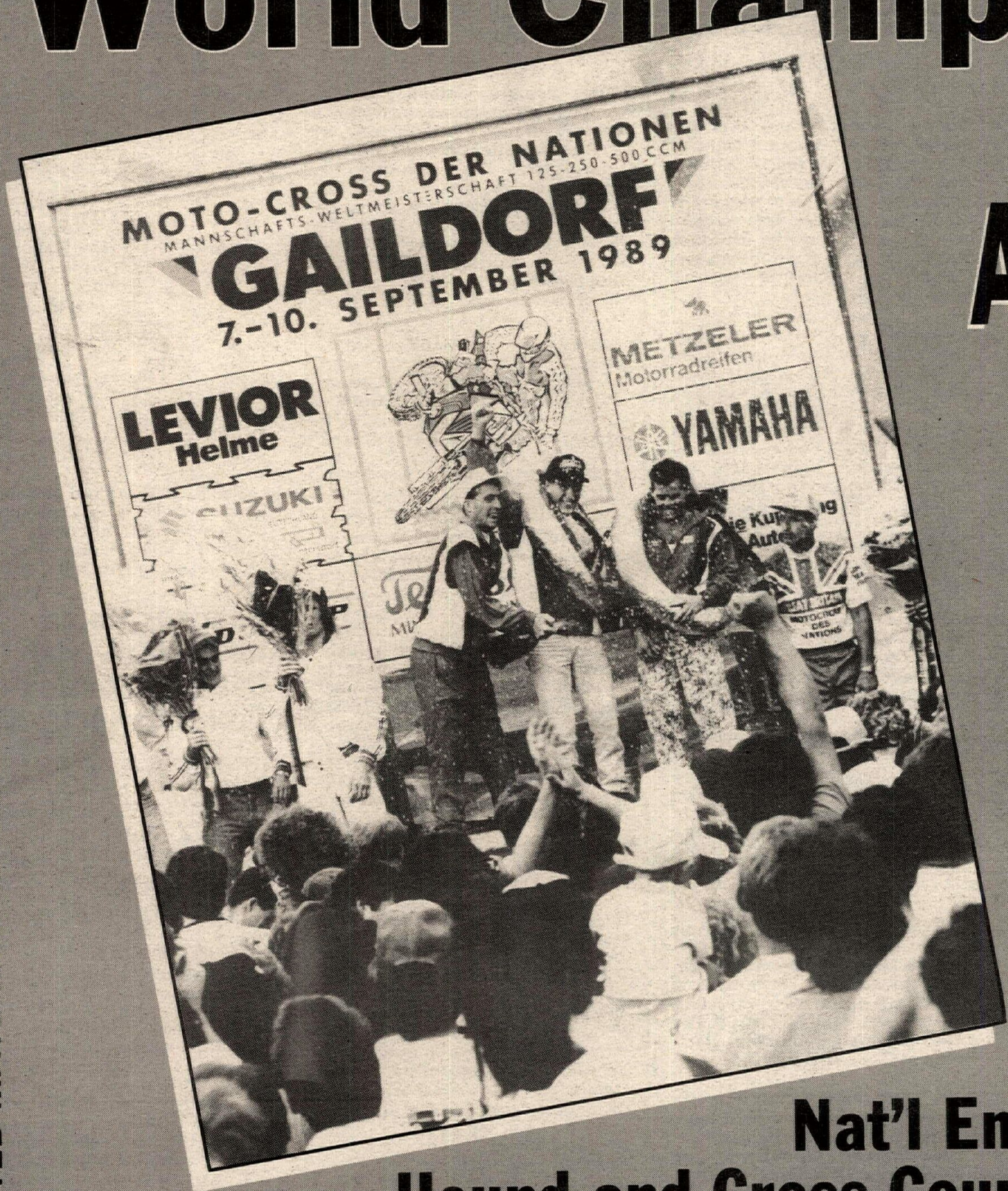
World Champions!



America does it again!

Racer test: Bimota Superbike

Nat'l Enduro, Hare & Hound and Cross Country coverage

Willow Springs 24-Hour Road Race

TIME DATED MATERIAL MAILED SEPTEMBER 19, 1989

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

The September 17 San Jose Mile round of the Camel Pro Series was rained out and has been rescheduled for Sunday afternoon, October 1, the day following the September 30 Ascot Half Mile round.

Upland, California's Eddie Lawson (Hon) won his fourth 500cc World Championship with a second-place finish in the final round of the 15-race series in Goiania, Brazil, on September 17. Lawson finished 1.7 seconds behind race winner Kevin Schwantz (Suz) with Wayne Rainey (Yam) finishing third. Australian Michael Doohan (Hon) and England's Ron Haslam (Suz) rounded out the top-five finishers; Randy Mamola (Cag) finished 11th. The final 500cc championship points tally reads as follows: Eddie Lawson (228); Wayne Rainey (210.5); 3. Christian Sarron (165.5); 4. Kevin Schwantz (162.5); 5. Kevin Magee (138.5).

Italy's Luca Cadalora (Yam) won his second 250cc road race GP of the season in Brazil on September 17. Cadalora topped Japan's Masahiro Shimizu (Hon) and fellow Italian Loris Reggiani (Hon) in taking the win. World Champion Sito Pons (Hon) finished fourth with Spain's Carlos Cardus (Hon) rounding out the top-five finishers. In the battle for second in the championship, West Germany's Reinhold Roth (Hon) finished sixth to take the runner-up spot over Switzerland's Jacques Cornu (Hon) who finished ninth. The final championship point standings are as follows: Pons (260); 2. Roth (190); 3. Cornu (187); 4. Cardus (161); 5. Cadalora (126).

Eddie Lawson's fourth 500cc World Championship puts him in an elite group of four-time champions that includes Geoff Duke, Mike Hailwood and John Surtees. The leader in 500cc championships is Italy's Giacomo Agostini with eight titles. A total of 16 riders have won 500cc World Championships in the 50-year history of the FIM road race series.

Frenchman Raymond Roche (Duc) won both legs of the West German round of the World Superbike Series on September 17 in Hockenheim. Roche topped Belgian Stephane Mertens (Hon) and Frenchman Alex Vieira (Hon) in the first leg before beating Italy's Giancarlo Falappa (Bim) and Mertens in the second leg. American Mike Baldwin (Bim) turned in 6-7 finishes with defending World Champion Fred Merkel (Hon) finishing 8-4. Mertens now leads Merkel, 195-192, in the championship point standings. Roche is third with 172 points.

Duane Conner (Yam) was the overall winner at round eight of the AMA/Wiseco/Yamaha National Cross Country Series in Waterford, Ohio, September 17. Mark Hyde (KTM) was second overall and first in the 250cc A class. Gary Plessinger (Kaw) rounded out the top three overall finishers.

England won the World Championship Team Cup Speedway at Bradford, England, September 17. Denmark took second, Sweden was third and the U.S. team finished fourth. Three-time World Champion Erik Gundersen of Denmark suffered critical neck injuries in the meet and is on life support systems in a British hospital.

Denny Stephenson (Kaw) took the 250cc Ultracross win at round eight of the Mickey Thompson Off-Road Gran Prix Series held September 16 at Mile-High Stadium in Denver, Colorado. Jim Holley (Yam) was the runner-up and Lowell Thomson (Suz) finished third.

Mike Pascarella (Suz) won both the 125 and 250cc Pro classes at the third round of the CMC/Dodge Trucks Trans-Cal MX Series in Chowchilla, California, September 16-17. Jon Nelson (Yam) picked up the 500cc Pro class win while Rex Staten (Hon) topped the Vet Pro class and Spud Walters the 80cc Experts.

ATK Motorcycles will provide pit support for anyone riding a four-stroke bike in the upcoming Baja 1000. In addition, they have a supply of electric-start ATKs they'll lease for the Baja 1000. For more information, contact Jack Roten at 213/722-8880.

Road racer Cam Roos was seriously injured in a crash at Steamboat Springs, Colorado, on Sunday, September 10. Roos collided with Guy Clausen in the 750cc Supersport race, and is listed in serious condition in the neural trauma unit of St. Anthony's Hospital with neck and back fractures. Clausen suffered a broken collarbone in the incident. Cards and letters can be sent to Roos care of Saint Anthony's Central Hospital, 4231 West 16th Ave., Denver, CO 80204.

Road racer Mike Andrews called Papa to express his disappointment in not seeing his name in the 250cc GP class results from the September 3 Heartland Park Topeka, Kansas, road race National. It was the second time Andrews felt cheated at not being mentioned in our results. Last year, Andrews finished 11th at a National and we only listed the top 10; this time Andrews finished 14th in Kansas, but somehow we missed him again - despite listing the top-15 finishers. Let's give it another shot: 14. Mike Andrews (Hon). Sorry, Mike.

Larry Schwartzbach won $1000 in Yokohama contingencies, not $250 as was reported in our recent Heartland Park Topeka AMA road race coverage.

Harley-Davidson's traveling museum, The History of America's Motorcycle, will be at Los Angeles Harley-Davidson's on Thursday and Friday, September 28-29, and will be open from 9 a.m. to 9 p.m. The museum features displays containing photographs, perspectives on Harley's history and examples of some of Harley's collection of antique motorcycles. The museum tour is free, however, donations for the Muscular Dystrophy Association will be welcomed. Los Angeles Harley-Davidson will hold an open house on Saturday, September 30, from 9 a.m. to 6 p.m. For more information, call 213/408-6088.

Cornerworkers are being sought for the October 27-29 AMA/CCS Race of Champions at Florida's Daytona International Speedway. Cornerworkers will receive special event T-shirts and lunches will be provided. For more information, call Roger Lyle at 301/933-2599.

Edgell Expositions, which acquired the Great American Motorcycle & ATV Shows late last year, has released a schedule for its 1989-90 series of International Motorcycle Shows. Houston will host the first of 10 shows November 23-26, and subsequent shows will take place in Anaheim, California, December 8-10; Boston, January 5-7; St. Louis, January 12-14; Chicago, January 19-21; San Francisco, February 9-11; Detroit, February 16-18; New York, February 23-25; Philadelphia, March 2-4; and Daytona Beach, Florida, March 9-10.

Yamaha Endless Summer Sunday will take place at Knott's Berry Farm in Buena Park, California, on September 24. Highlighting the day will be the first public showing of Yamaha's 1990 lineup. Numerous games, contests, prize giveaways, dancing, celebrity appearances, a comedy show and concert featuring Food for Feet and The Ocean Blue are on the schedule. Passes for discounted $10 admission are available at all participating Yamaha dealers throughout southern California. Yamaha Endless Summer Sunday will start at 11 a.m. and end at 8 p.m.

According to Australian Motorcycle News, the 1990 Australian road race Grand Prix might take place at a venue other than Phillip Island where it was held this year. Phillip Island is in the state of Victoria and that state's new tobacco regulations limit tobacco advertisements to four, six-square meter signs trackside. In addition, teams will be required to blank out their tobacco sponsor's names or

(Continued to page 50)

BLM declares club event permits secure through October

WESTERVILLE, OH, SEPT. 14

The California Desert District of the Bureau of Land Management (BLM) announced today that an agreement has been reached with the U.S. Fish and Wildlife Service to allow competition events, which are scheduled for September and October in the California desert, to proceed as planned.

According to Wes Chambers, assistant district manager of resources for BLM's Desert District in Riverside, the club event waiver will remain in effect through the end of October. However during that time, special precautions will be taken to protect the desert tortoise.

The events which are (were) scheduled during this period include:

Sept. 17	United Enduro Association Johnson Valley
Sept. 24	Riverside Roughriders Johnson Valley
Sept. 24	Shamrock's MC Spangler Hills
Oct. 8	So Cal Enduro Club Johnson Valley
Oct. 15	Training Wheels MC Spangler Hills
Oct. 21-22	Toys For Tots Stoddard Valley
Oct. 22	100s MC Johnson Valley
Oct. 29	Checkpoint MC Spangler Hills
Oct. 29	Technique Trial Club Johnson Valley

The BLM also stated that consultations will begin on September 20 to discuss the future of the events scheduled subsequent to November 1 and extending through 1990.

Hearings slated for controversial California Desert Protection Act

WESTERVILLE, OH, SEPT. 12

Bowing to pressure from several California-based conservation organizations, the U.S. Senate Subcommittee on Public Lands, National Parks and Forests has scheduled a hearing for the so-called California Desert Protection Act, better known as Sen. Alan Cranston's S-11. That hearing will take place in Washington D.C. on October 2.

HR-780, sponsored by Rep. Mel Levine (D-CA), which is an almost identical version of S-11, was reviewed in a hearing held on Capitol Hill in July. Subsequently, the house Subcommittee on National Parks and Public Lands has arranged two field hearings in California on that bill. Those hearings will be held in Bishop on October 28 and in Barstow on November 11. This marks the first time that the desert legislation has received hearings in both the House and Senate during the same year.

According to AMA Vice President of Government Relations Robert Rasor, now is the time to contact the members of those subcommittees with your comments and to make plans to attend the hearings.

Concerned riders wishing to present testimony during the field hear-

(Continued to page 4)

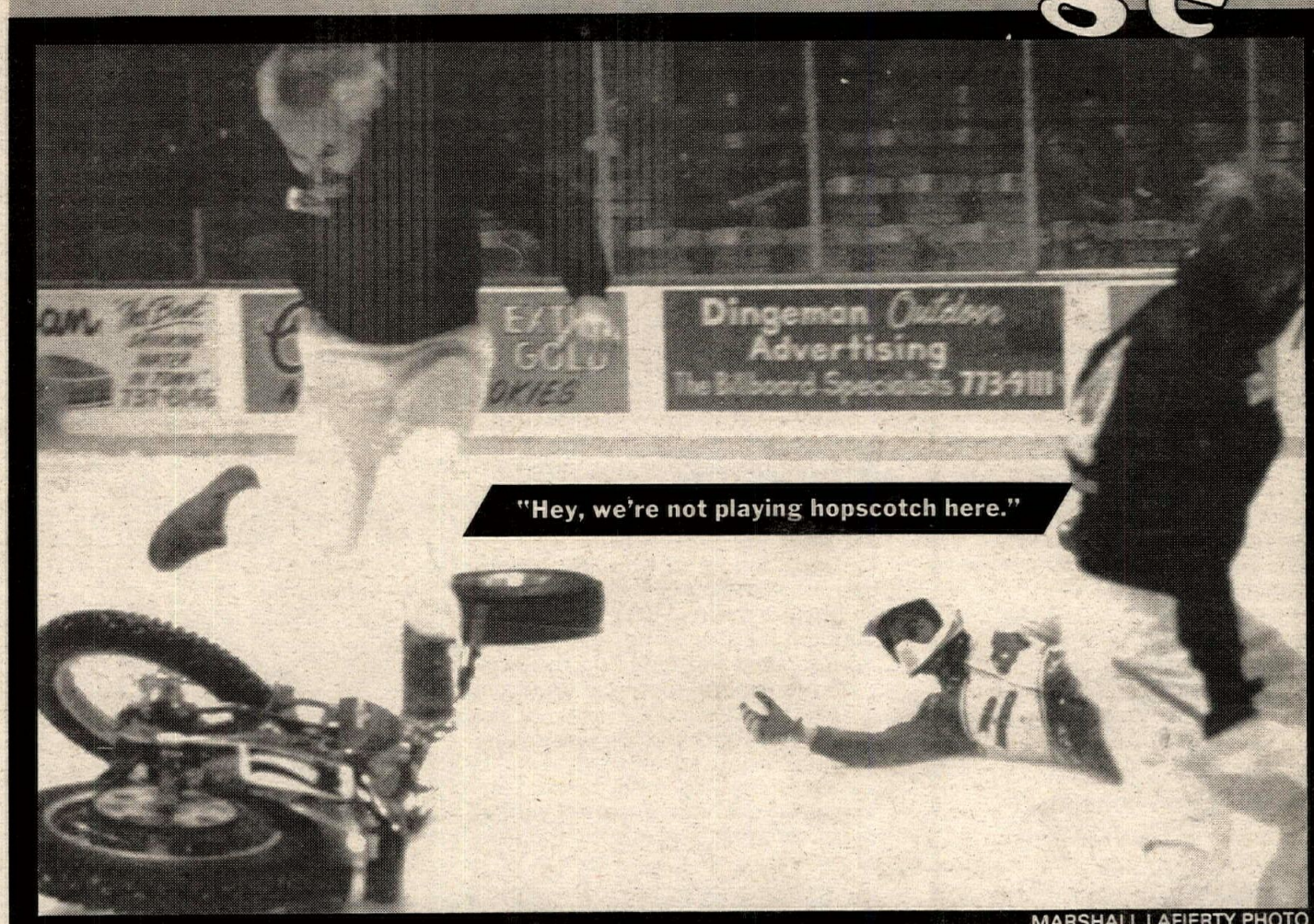
CYCLE dreams

That I rode off to a Rally, and opened the door on something Future.

I was getting out of town. Beating the traffic, stretching the lone highway. The freeway thinned, pointing North. The desert roared with heat and distance — and by the time I found my green river valley and foothills, this motorcycle and I were of the same mind, same substance. Determined and boundless. I stayed the night at an old dirt rider's house, Mel and I bench racing for hours. And in the dawn the flatland fell far behind us. The Sierra raged up onto Blue Sky. And from our sets of wheels, Yosemite's old views were brand new again. It was a dream brought to life — then magnified! Mel stayed alongside to the summit, where we laughed and bid Goodbye and Take Care. Then I was solo once more. Flying on the crown of the world. I talked to riders along the way to see what was in their heads. They all agreed that we're misunderstood. Us Motorcyclists. And none was certain what to do about it. I chewed on that, and rode on. What was way down inside of us? What really needed to be said? What would deliver us from the stereotype, and help gain back our individuality in the public eye? What might it be to gaze deep into ourselves, like opening up an engine and conversing with its parts? Yes! Meeting our motorcycle minds! That's it! And now I knew my job, and rode harder. When I reached the rally camp, autumn's Beemer Bash, my tent went up by a river flowing and clear as my thoughts. And there were instant friends there, other long riders like me. We ate from the same pot and told the same kind of stories — but with different Names and Places and Reasons. A new pal called Joe rode out with me onto local roads. We discovered country only artists imagine. It was superb. And when the rains came it was still good. Our sizzling campfire burned any problems we'd ever had. We were men and women of the Last Frontier! The stuff of our very souls was married to those pairs of wheels of ours. Inseparably. And now I know the book I will write. Yeah! I'll call it MOTORCYCLE MINDS.

William Edgar

Over the edge



"Hey, we're not playing hopscotch here."

MARSHALL LAFIERTY PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Americans Jeff Stanton, Mike Kiedrowski and Jeff Ward celebrate their victory in the Motocross des Nations. See complete story on page 6. Photo by Nate Rauba.

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America's motorcycle newspaper

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VOICES

The sponsors are out there

L&H Racing has the distinction of being the only amateur motocross team in the world sponsored by a beer company. San Miguel International USA has provided financial support to L&H for the past two years.

Now L&H has added a little security to their race team. Shield Security, Inc., a private security company that provides security guards and services to corporations and companies, has just agreed to provide financial support for entry fees and expenses to L&H Racing for the 1990 motocross season.

According to Ed Klosterman, vice presidnet of Shield Security and an avid sportsman, they had never thought of providing any type of sponsorship and receiving this type of exposure until they were contacted by L&H Racing.

The outside company sponsors are there! You all know that racing is expensive. So come on, racers, contact those outside companies, talk to them, and get those outside sponsorships going. After putting out a little time and effort, L&H Racing is "racing for free." So can you.

AL LYONS
L&H Racing
Westminster, CA

Around the clock help

Team White Whale would like to thank Jeff Stern of Team Hypercycle who voluntarily and almost single-handedly changed engines in our Suzuki GSXR750 after we lunched the transmission shortly after dark in the WERA 24-hour road race at Willow Springs. Also, an immeasurable thank you goes out to Brian Mitchell for donating an engine and spare parts from his street bike, allowing us to finish the race.

I would personally like to thank Vince Trevathan for 36 hours of sleepless help in the pits, Keven Lopa and Jeff Crago for their spur-of-the-moment prepping of the bike, and, of course, all the riders, scorers and pit crew workers for making this a memorable finish.

Without everyone's enthusiasm, it would have been easy to pack it in after six hours. We may not have won, but we finished with long-lasting memories and a few aches and pains.

PAUL GECK
Team White Whale
Marina del Rey, CA

Fast sidehacks

Another outstanding report by Dorde Woodruff on the 1989 Bonneville Speed Week. As stated in her report, our sidecar had several chassis problems that prevented us from competing. However, the Kal-Gard/Barnett Special of Larry Coleman and Mike Taylor did set a new sidecar record.

I would like to thank Barnett Tool and Engineering Company and their vice president, Mike Taylor, for help in fabricating us a new axle and then having it flown to Wendover in one day.

For 1989, the "good old car boys" in their wisdom decided to bar passengers from sidecars for no valid reason. A 160-pound steel plate was used for ballast this year. We are hoping their stupid new rule can be overturned for future events.

It is about time a motorcycle-only event is in order at Bonneville. Any sponsors out there?

BOB BAKKER
P.C. Racing
Van Nuys, CA

Syracuse letdown

The Syracuse Mile National was a real letdown. Can't the AMA or Mr. Brymer read a weather forecast?

I'm sure the only thing Mr. Brymer could think of was his money take for the day. $5 programs? Come on, Don!

The fans lose, the riders lose, Mr. Brymer wins, and dirt track gets another black eye.

Thanks to all the riders for the show that we did see. Sorry, Jay, number 41 was in the bag.

CHICO BEDNAR
Barnesville, PA

Thanks for the memories

So Freddie Spencer has retired again. After coming back to a proven team with a winning bike, not to mention an amount of money nobody would specify, his performance was dismal. While no one will ever know what happened, the fact remains that Spencer left the sport as an also-ran, a far cry from his glory days.

If the true measure of a champion is displayed determination in the face of adversity, it is obvious where "Fast Freddie" rates. So, let's thank Freddie Spencer for the good memories. And let's hope there won't be anymore.

RANDY TOWNSEND
Redlands, CA

Appreciated support

I want to thank everyone who has offered help to Todd Pruett who was injured at Lincoln Trail Motorsports Park in Casey, Illinois, on September 3. Todd is still in the Intensive Care Unit in Carle Hospital in Champaign, Illinois. I know everyone is hoping for Todd's speedy recovery.

Donations were taken for Todd at Lincoln Trail, and a helmet that was donated by Motorcycle Stuff and Collinsville Yamaha was raffled at the Hot Dog Shootout at Columbia, Missouri, on September 9. Members of the Splinter Creek Dirt Riders of Fosterburg, Illinois, donated money and a collection was also taken at their race on September 10.

Todd is an avid motocross rider and a good sportsman. I appreciate all the support and help everyone has given me to assist my friend and his family.

Cards and letters can be sent to Todd at 1720 Christine, St. Charles, MO 63303.

PAUL N. WILLIS
Belleville, IL

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Hearings

(Continued from page 2.)

ing in Bishop are advised to contact the Subcommittee on National Parks and Public Lands at 812 House Annex I, Washington, D.C. 20515 or call (202) 226-7736 no later than 5:00 p.m. (EST) on October 20 to be placed on the witness list. Those wishing to testify at the Barstow field hearing should contact the subcommittee by 5:00 p.m. (EST) on November 3.

For additional information concerning the field hearings in California, AMA members are encouraged to contact the AMA's Government Relations Department at (614) 891-2425 or AMA District 37 Legislative Officer Dana Bell at (213) 438-6527.

In a separate action, the Bureau of Land Management recently guaranteed 37,000 acres in the Fremont Valley area of the California desert in response to the emergency listing of the desert tortoise as an endangered species. Rasor noted that this kind of increased pressure could provide the momentum needed for the bills to pass.

The only way that motorcyclists can have a say in this matter is to write the following subcommittees members who will consider HR-780 and S-11.

House Subcommittee on National Parks and Public Lands

Rep. Beverly Byron (MD)
Rep. Ben Campbell (CO)
Rep. James Clark (NC)
Rep. Larry Craig (ID).
Rep. George Darden (GA)
Rep. Peter DeFazio (OR)
Rep. Elton Gallegly (CA)
Rep. James Hanson (UT).
Rep. Peter Kostmayer (PA)
Rep. Robert Largomarsino (CA).
Rep. Richard Lehman (CA)
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Rep. Nick Rahall (WV)
Rep. John Rhodes (AZ)
Rep. William Richardson (NM)
Rep. Robert Smith (OR)
Rep. Craig Thomas (WY)
Rep. Morris Udall (AZ)
Rep. Bruce Vento (MN).
Rep. Peter Visclosky (IN)
Rep. Pat Williams (MT)
Rep. Don Young (AK)
Del. Ben Blaz (Guam)
Del. Ron de Lugo (Virgin Islands)
Del. Jaime Fuster (Puerto Rico)

You can send letters to any (or all) of these members of Congress who will be considering HR-780 at: 812 House Annex 1, Washington, D.C. 20515-6207.

Senate Subcommittee on Public Lands, National Parks and Forests.

Sen. Jeff Bingamen (NM)
Sen. Bill Bradley (NJ)
Sen. Dale Bumpers (AR)
Sen. Conrad Burns (MN)
Sen. Kent Conrad (ND)
Sen. Pete Domenici (NM)
Sen. Jake Garn (UT)
Sen. Mark Hatfield (OR)
Sen. John D. Rockefeller (WV)
Sen. Malcolm Wallop (WY)
Sen. Tim Wirth (CO)

You can send letters to these senators who will be hearing discussions on S-11 at: 308 Dirksen Senate Office Bldg., Washington, D.C. 20510-6150.

Our management won't let us tell you its name.

Our lawyers won't let us tell you what it can do.

And marketing won't even let us show it to you.

Our dealers aren't letting any of that stop them. In fact, starting September 24th,* they're revealing Honda's best-kept secrets on video tape. This is your only chance to sneak-a-peek at our impressive 1990 lineup. Including our hot new sport bikes, and the top secret motorcycle "shown" above. So hurry into your participating Honda Dealer, before the authorities confiscate this tape.

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BE A RESPONSIBLE RIDER. *Riding a motorcycle is an exercise in responsibility—to yourself, to others, to the environment and to the sport. So remember, wear a helmet, eye protection, and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol, and never use the street as a racetrack. Inspect your motorcycle before riding, read your owner's manual, and see your local Honda dealer or contact the Motorcycle Safety Foundation at 1-800-447-4700 for the location of a training course near you. Always obey local laws, use common sense, and respect the rights of others when you ride. Make sure you have a proper license when riding on public roads, and never modify your motorcycle's exhaust system.*

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Jeff Stanton flew to the best American score by winning both motos in the 250cc class. He even topped all the 500cc riders in the final moto.

Motocross des Nations

Another American romp in Germany

By Nate Rauba

GAILDORF, WEST GERMANY, SEPT. 10

Perhaps the FIM should consider shortening the annual Motocross des Nations team competion to two motos instead of the three-race format since that's all it took the American team to clinch its ninth consecutive title at the On the Wacht track in Gaildorf. It was the second year in a row they did it at the completion of the second of three motos.

At the end of the second moto, each American rider had a class win in the books. Kawasaki's Jeff Ward topped the first 125/500cc moto for the 500cc class win, while teammate Mike Kiedrowski pushed his factory Honda from the second row of the two-row start to ninth overall and first in the 125cc class.

Honda's Jeff Stanton led the way in the second 250/125cc moto, while Kiedrowski again passed several riders to take another ninth and second in the 125cc class. Italy's Alessandro Puzar started in the first row and was four places ahead of Kiedrowski on the track to take the class win.

The American team had an invincible low score of five going into the final race, a 250/500cc go, but another win by Stanton in the 250cc class gave the team a perfect score of four points for the second consecutive year. Ward fell twice in the moto and cruised to the finish line 15th overall for eighth in the 500cc class.

Three motos combining two classes together on the track with a two-row start were conducted. Each team member's class finish was recorded, and the two highest scores for each team dropped. The lowest combined score determines the winner.

Finishing with 11 points and second overall in the team competition was the Italian team. But it was another American who helped lead the way, as newly crowned 125cc World Champion Trampas Parker proved his versatility by topping 500cc World champ David Thorpe of England in the 500cc class in the third moto.

Parker's seventh-place in the first moto was the highest finish for the team and was thus thrown out, but Puzar also helped lead the team to victory with a 5-1 finish in the 125cc class. Teammate Michele Fanton added consistency in the 250cc class with 4-5 scores.

Only five points separated the third through eighth-place teams. Four points behind the Italians came the British team, led by Thorpe's pair of seconds in the 500cc class. Teammate James Dobb added the remainder of the Brit's points with 6-5 finishes in the 125cc class, while 250cc class competitor Jeremy Whatley had the high scores of 11-10.

American Billy Liles led the Luxembourg team to fourth overall, one point behind the Brits. Liles, who rode the World Championship 500cc MX Series with a competition license from Luxembourg, went 2-3 in the 250cc class which was combined with Jacky Martens' 5-6 tally in the 500cc class.

The home team of Germany was a point behind in fifth, two points ahead of France. Another point down came Australia and Sweden in a tie, with Australia getting seventh based on Jeff Leisk's lower score in the 500cc class.

Prior to the event there were some who thought that this would be the year the Americans were defeated. Of the three riders, Ward was the only one with previous experience in the Motocross des Nations. Ward was a member of the last three winning teams, and was a part of the 1985 American team that won here. He was also on the '83 and '84 winning teams.

Although Jeff Stanton had proven his talent in the U.S. as 250cc National and Supercross Champion, his experience in Europe was limited primarily to post-season supercross races and not the outdoor tracks that many of his European rivals have raced for years. Plus Stanton was in the midst of a slight slump, having admitted to riding poorly at the first 500cc National in Minnesota in late August, and then taking second overall in the second round in Washington a week later.

And then there was Mike Kiedrowski, a name nobody was very familiar with on the Continent. Kiedrowski made the team as a last-minute replacement in the 125cc class. Rick Johnson was originally picked to ride but was suffering from damaged cartilage in his rib cage. Not wanting to hinder the U.S. effort, he pulled out.

Alternate Ron Lechien was due to take Johnson's place, but Lechien refused to ride in the 125cc class.

Since a 125cc Honda was already prepared to be shipped to Germany and with time running out to find a replacement, the AMA decided that it was logistically best to send another Honda teamster. George Holland, the 125cc National Champion, was offered the spot, but he too had to decline because of a recurring shoulder injury.

That left Kiedrowski, the rookie Honda rider who had never even been to Europe. He has proven himself in America by going to the wire in the 125cc Eastern Region Supercross Series and missing the title by one point. He bounced back and won the $10,000 125cc Camel Shootout at the final supercross round, and has been in contention for the 125cc National title since winning the opening race in Florida. Before leaving the States he added the Washougal National to his win

Mike Kiedrowski flies over the crowd-covered Gaildorf hillsides on his way to a 1-2 score in the 125cc class.

list, which put him 11 points behind in the race for the title.

America's toughest competition was figured to come from the Belgian team of Georges Jobe (500), Eric Geboers (250) and Marniqc Bervoets (125), but they ended up finishing ninth. Italy was also favored to take America's title away, and the British team also looked strong.

But any doubt among the 30,000-plus fans and international press corps was quickly silenced when the first of the three motos took to the hard-pack, blue-groove track. The winner at Gaildorf would not only have to be the fastest, but the smoothest rider as well.

"I could push harder," Stanton would later say, "but you want to go easy and be as smooth as you can (on this track)."

Although Aussie Leisk, who finished number two in the 500cc World Championships, got the jump on the pack to start the first moto, Ward put his Tom Morgan-tuned factory Kawasaki in front after a few turns and would never be caught.

Kiedrowski would have to do like he's done in numerous Nationals this year and play catch-up after starting from the second row. Near the end of lap one he wasn't even in the top 15 on the track, and was out of the top five in the 125cc class as France's Patrick Demaria was the first 125 at 10th overall.

World champ Thorpe badly wanted to beat the Americans, and in Saturday's practice session he raced with Ward. The two bumped a few times in that session as Thorpe tried to intimidate the factory Kawasaki pilot, but after a lap Ward let him go.

But now that it was time to race Ward wasn't going to let Thorpe get close, as the Englishman moved into second on the first lap and tried to catch the American. Ward knew where he was the whole time, often looking back to keep a close eye on the HRC-backed rider. He didn't have to look too far as Thorpe kept him in sight for most of the race, finishing seven seconds behind.

Dietmar Lacher (73) leads Jacky Martens (19), Jeff Leisk (40) and Jeff Ward (1) at the start of the final moto. Ward won moto one but crashed in the final moto and finished eighth in the 500cc class.

"I knew after the first few laps he wouldn't get me," said Ward. "I was being cautious and he wasn't gaining."

"Jeff had a few sections on the course where he was faster and made a gap that I couldn't catch," said Thorpe.

German Dietmar Lacher kept the home crowd enthusiastic as he moved into third when Leisk slipped back early in the moto. When Leisk regained his composure he charged back and the two Honda riders battled for several laps before Leisk forced his way past to claim third.

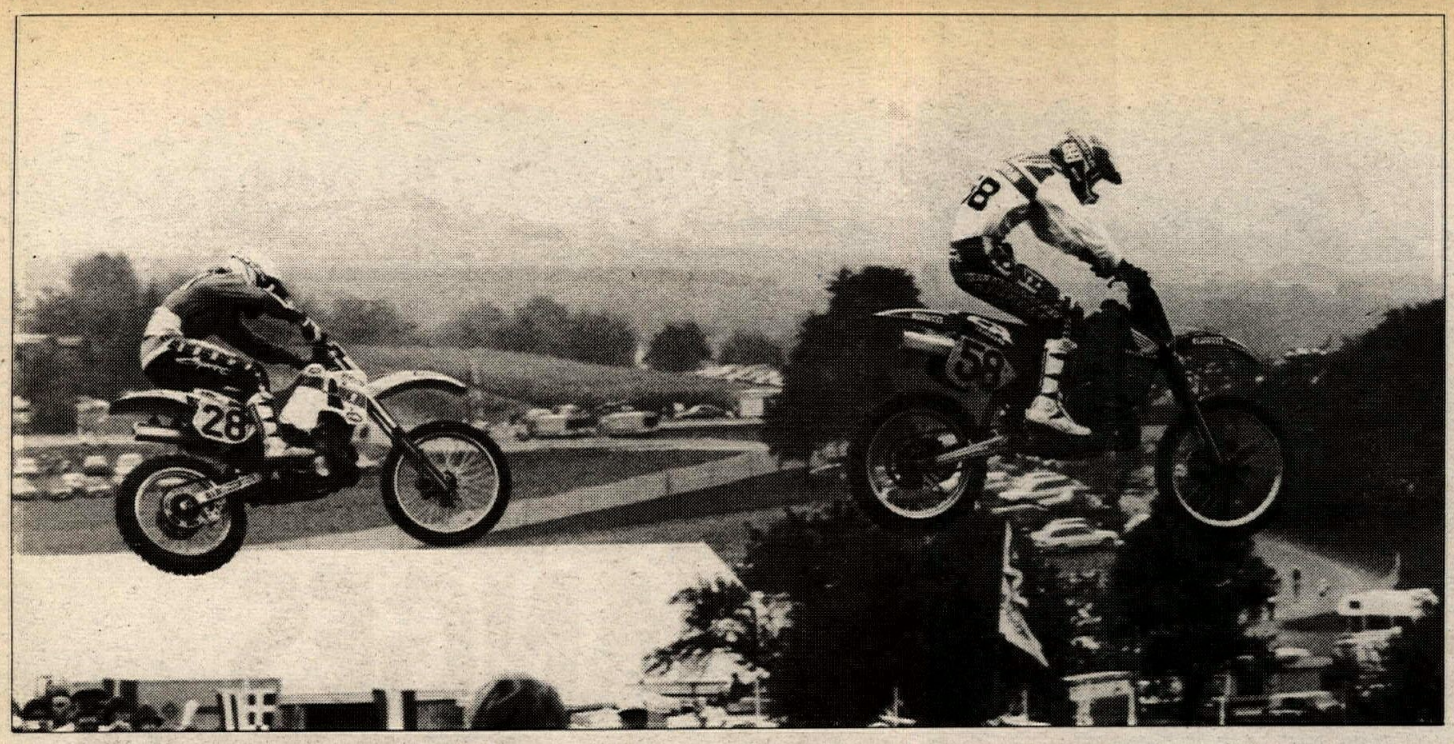
"I wasn't riding smooth at first," Leisk said. "After I was passed I saw better lines, but after moving back up, Jeff and Thorpe were gone and there wasn't much I could do."

Trampas Parker said he hadn't ridden his 500cc KTM much prior to the event. The last time he had ridden the big bike was before the GP season started in April, and before that he took the 500cc Italian Championship late in '88. It showed at first as he started slowly.

"The bike was eatin' me up," he said, "I wasn't used to it."

But as he got the feel for it he began charging from a once-distant ninth. He got as high as seventh, but that's when he ran into Belgian Georges Jobe. The two battled for the last 10 minutes of the 30-minute plus two-lap moto but Parker never could get by and the pair wasn't far behind Jacky Martens at the finish.

"When everybody was getting



It was a battle between World Champions in the final moto as newly-crowned 125cc champ Trampas Parker (28), riding for the Italian team, passed 500cc champ David Thorpe (58) for the 500cc class win.

Billy Liles (20) passes Pekka Vehkonen in the second moto. Liles led Luxembourg to a close fourth with 2-3 finishes in the 250cc class.

tired I began feeling better," said Parker. "I should've passed Jobe and Martens. I just don't have the big-bike experience; I didn't have the confidence to throw the bike in front of Jobe."

Buried back in the pack for the early part of the race was Kiedrowski, who is no stranger to working his way up as he often gets poor starts. France's Demaria pulled out a fairly comfortable lead on his 125cc class competitors, but at the halfway point he was slowing with reported mechanical problems and Kiedrowski soon took command on his Shane Nalley/Cliff White-prepared CR125. Dutch rider Gert-Jan van Doorn and Belgian Marnicq Bervoets gave Kiedrowski the toughest time as he moved up, but only Van Doorn would also pass Demaria before the finish.

"At first it was tough out there," said Kiedrowski. "There are a lot of riders and I haven't watched any of them before. Once we spread out I could push harder and just read my pit board."

Puzar charged up from way back in the pack to take fifth in the 125cc class at the finish line.

The second 250/125cc moto was again dominated by an American, only this time it was Stanton. After briefly following Germany's Roland Diepold at the start, Stanton and his Dan Betley-tuned Honda were in control for the entire race.

"It was fun, easy," Stanton said. "The track is smooth so you don't get tired."

While Stanton was just trying to be smooth out front, having fun, Kiedrowski was once again making up for a second-row start. Italy's Puzar started ahead of teammate Michele Fanton and was never threatened as he led the 125cc class from start to finish, passing several 250cc class riders along the way. He even passed Fanton, but late in the race moved aside so his teammate could move up to challenge Dutch rider John van den Berk.

Several tough battles raged for the 250cc class positions behind Stanton, and Billy Liles eventually came out on top after Finland's Pekka Vehkonen crashed hard and went out for the day. Liles was charging the whole distance and was six seconds behind at the finish.

"I was a little slow on the start," said Liles, who began the moto from seventh. "If I would've been there at the start I would've been up there. Once I got second I was just trying to keep a smooth pace and if I could close on Stanton then I would've pushed it."

Van den Berk would finish third with Fanton breathing down his neck as the pair was able to break from Sweden's Peter Johansson, Australia's Craig Dack and Diepold, whose early charge slowed due to a possible broken hand he suffered in Saturday's practice.

Puzar helped break up that five-rider battle as he cruised across the finish line fifth, four positions and 20 seconds ahead of Kiedrowski. It was a hard-earned second for Kiedrowski, as he twice had to get by German Harald Ott after falling.

"In the back section I went wide in a corner and a rider fell over in front of me," Kiedrowski said. "I was trying to catch Puzar, but our lap times were about the same."

Kiedrowski's charge allowed him to pass Geboers, who earlier had been involved in the tight battle for a top-five position until he fell with two laps to go.

The second-row starters are usually left with a tough battle to get near the front, but Stanton, who chose the second row so that teammate Ward could get away with the other 500cc contenders starting on the first row, was in second shortly after the start of the final 500/250cc class moto.

"I watched the gate and followed Jeff," Stanton later explained. "He went into the first turn a little deep - too deep."

After following Martens for two laps, Stanton moved in front to stay while Martens fell back to an eventual 13th place finish. Ward began the race fourth behind Leisk, but was out of contention by the third lap.

"It was the same place where Kiedrowski went down," Ward said. "I spun out, highsided and hit my head."

Ward began to charge back but fell again and backed off, knowing that the team had clinched the victory after the second moto.

"I saw Thorpe up there and tried to get going," Ward said, referring to his first fall. "Another rider fell in front of me, I hit him and it knocked my bike into neutral. I fell over again. It was too slippery to go any faster."

Thorpe came up on Leisk, the two collided in a corner and Leisk went down. The Englishman took second, but was seven seconds behind Stanton.

But by now Parker was fully dialed in to his 500cc KTM and after passing Lacher he reeled Thorpe in.

"After the first moto I was upset," Parker said, "I let myself and Italy down. I decided I had to start riding the 500 like a 500 and not a 125.

"I watched Thorpe for about 15 minutes," continued Parker, "and learned more as I followed. I noticed he rode the corners slower, so I went inside and he didn't see me."

The move put Parker in second and he charged two seconds clear of the Englishman in search of Stanton. He wouldn't find him until late in the race when Stanton began to take it easy.

"I never saw Stanton until the last two laps," said Parker. "If I saw him earlier I would've pushed harder."

Frenchman Yannig Kervella was the second 250cc class rider to cross the line at fifth overall behind Lacher and Thorpe, while Liles made it up to sixth and third 250 after his second-row start.

"Geboers and I tried backing up to get a run at it (the starting gate) and they held the gate on us," Liles said.

Kiedrowski, Stanton and Ward were obviously all very happy and proud of their achievement as they stood at the awards ceremony with the Star Spangled Banner playing. They had shown they were up to the one time of the year that required them to put aside their rivalries and work together as a team. A winning team. •

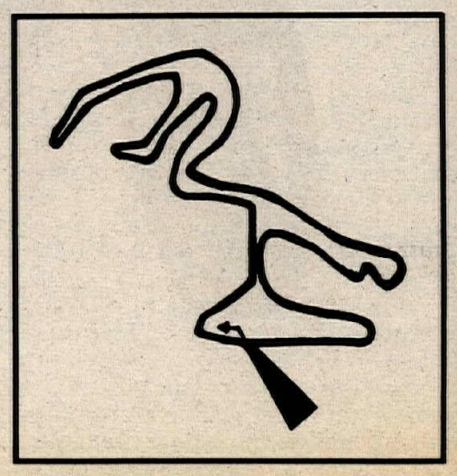
Results

MOTO ONE: 1. Jeff Ward (Kaw-500) USA; 2. David Thorpe (Hon-500) England; 3. Jeff Leisk (Hon-500) Australia; 4. Dietmar Lacher (Hon-500) Germany; 5. Jacky Martens (KTM-500) Luxembourg; 6. Georges Jobe (Hon-500) Belgium; 7. Trampas Parker (KTM-500) Italy; 8. Peter Hansson (KTM-500) Sweden; 9. Mike Kiedrowski (Hon-125) USA; 10. Gert-Jan van Doorn (Suz-125) Netherlands.

MOTO TWO: 1. Jeff Stanton (Hon-250); 2. Billy Liles (Kaw-250) Luxembourg; 3. John van den Berk (Yam-250); 4. Michele Fanton (Suz-250) Italy; 5. Alessandro Puzar (Suz-125) Italy; 6. Peter Johansson (Yam-250) Sweden; 7. Craig Dack (Yam-250) Australia; 8. Roland Diepold (Kaw-250) Germany; 9. Kiedrowski; 10. Eric Geboers (Hon-250) Belgium.

MOTO THREE: 1. Stanton; 2. Parker; 3. Thorpe; 4. Lacher; 5. Yannig Kervella (Hon-250) France; 6. Liles; 7. Johansson; 8. Leisk; 9. Hansson; 10. Fanton.

FINAL TEAM STANDINGS: 1. USA (4); 2. Italy (11); 3. England (15); 4. Luxembourg (16); 5. Germany (17); 6. France (19); 7. Australia (20); 8. Sweden (20); 9. Belgium (25); 10. Netherlands (31); 11. Czechoslovakia (42); 12. Austria (45); 13. Canada (46); 14. Spain (49); 15. Switzerland (53); 16. Denmark (54); 17. Ireland (55); 18. Norway (62); 19. Yugoslavia (71); 20. Greece (72); 21. Poland (73); 22. Finland (25+DNF).



WARD EXCHANGES GERMAN MARKS FOR GOLD.

Kawasaki's Jeff Ward and Team USA hit paydirt at the annual Motocross des Nations in Gaildorf, West Germany. Jeff and his KX500 had the top mark in the first moto for the 500cc class win. Teammates Jeff Stanton (250cc) and Mike Kiedrowski (125cc) also won motos in their classes to bring back the World Team Motocross Championship to America for the ninth consecutive year.

The victory marked the sixth time Wardy's been on the red, white and blue's winning team —a record for American riders. Hats off to you, Jeff. You're the gold standard of motocross racers.

Kawasaki

Let the good times roll.

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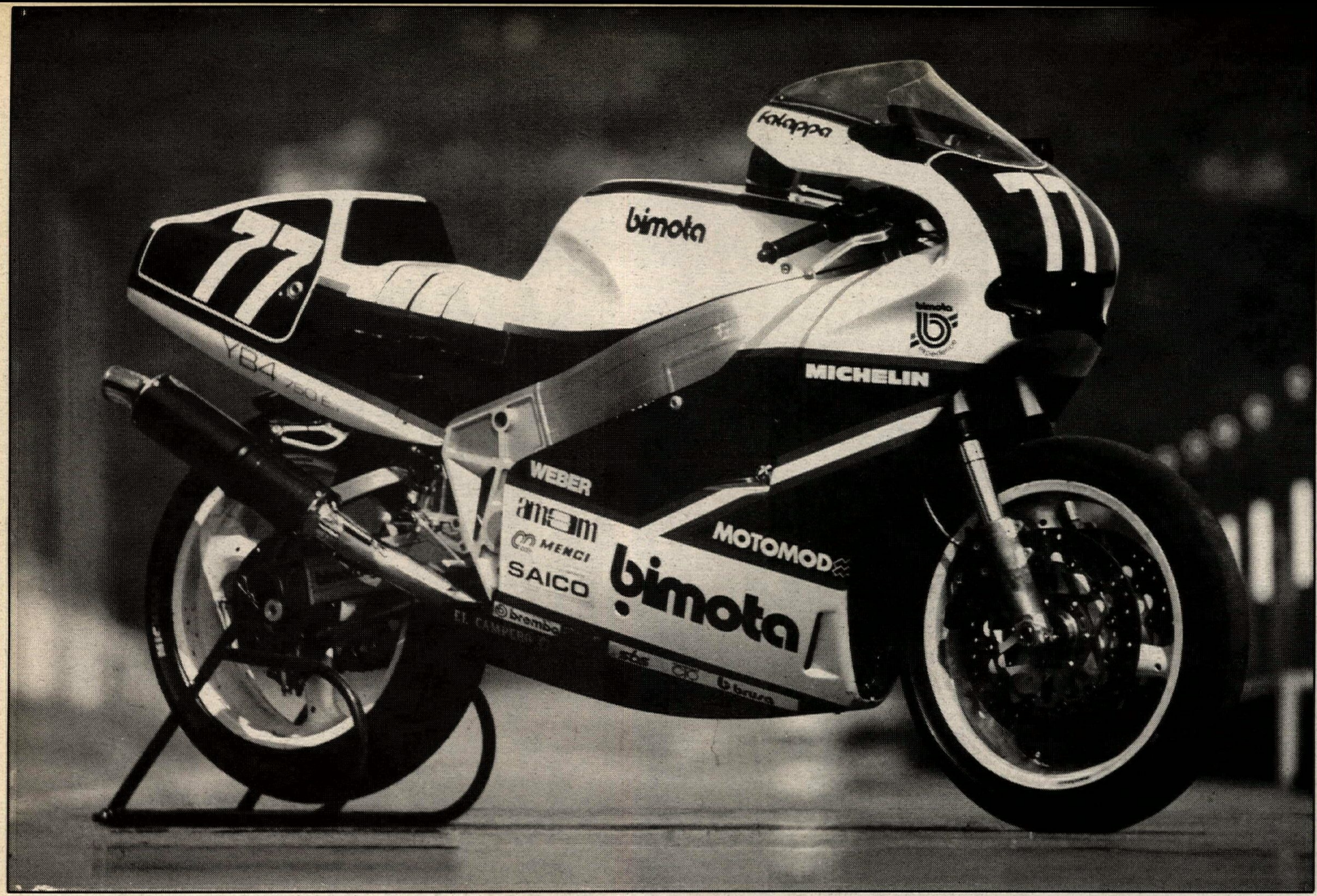


Racer Test: Bimota YB4EIR Superbike

A four-stroke GP bike by any other name

By Alan Cathcart
Photos by Phil Masters

There's no contest for the unofficial Rookie of the Year title in 1989 World Championship Superbike road racing. In only his second full season of road racing at any level, former motocrosser Giancarlo Falappa of Italy has come from nowhere to amaze his rivals with his speed and determination, thrill the crowds with his bizarre-but-daredevil riding style, and vindicate Bimota boss Giuseppe Morri for having chosen him to lead the small Italian factory's attack on the World Superbike title they so narrowly failed to win last season.

By replacing Bimota's long-time, number-one rider, Italian Davide Tardozzi, Falappa's arrival symbolized the start of a new era for Bimota — a fact given even greater emphasis by the departure of the company's chief designer, Frederico Martini, to Gilera in March this year. Given that Martini, generally accredited as the architect of Bimota's remarkable rise from the ashes of bankruptcy to the status of a cult marque in the past five years, was also the designer of the YB4EIR Superbike racer, the pundits were ready to write off Bimota's chances of success in the '89 Superbike World Series — especially as the homologation rules required them to continue racing with the half-a-decade-old Yamaha FZ750 motor fitted to the YB4 street bike, rather than the new, ultra-short-stroke FZR engine employed in the OW01.

That might have been the case, but for a number of factors. First, Bimota's version of the FZ750 engine has become a pretty reliable piece of tackle, which the OW01 most definitely is not (yet). Two, after development problems with the innovative Weber/Marelli EFI/EMS almost certainly cost the "B-B-Bimotas" the inaugural Superbike title last season, this has now been refined into a dependable system which gives the team an undoubted edge in setting up the bike, as well as extracting performance from the obsolescent engine. And last, but definitely not least, Martini's successor, development engineer Pierluigi Marconi, the youthful creator of the revolutionary Tesi of a few years past and the factory's race engineer for the past couple of seasons, was both obvious and accomplished.

Under Marconi's direction, Bimota has taken the YB4 design, which debuted in 1986, won the World TT Formula One title in carbureted form in '87, nearly won the Superbike crown in its first year with EFI/EMS in '88, and at the time of writing has won three of the 10 races run to date in this year's World Superbike Series, to its ultimate level of development.

"We're at the limit of our potential with this engine," says Marconi with a fatalistic shrug. "There's no more to come. And since we can't use the OW01 engine in our bike, and have no plans to homologate it by using it in a road bike, this is as far as we can go in Superbike racing at present."

Hence Bimota's plans to go Grand Prix racing with an avant-garde 500cc twin in 1990 — though if their present intent comes to fruition, they'll be back in Superbike racing with an extremely exciting, non-Japanese-engined bike in 1991. Well, figure it out for yourself . . .

In the meantime, therefore, Falappa's brace of works YB4EIRs that I sampled during the factory's mid-season test session at Rijeka in Yugoslavia represent a triumph of empirical development. When I last rode a works YB4 — Tardozzi's TT1 bike fitted with 34mm Mikuni carbs — almost three years ago to the day of my Yugo outing, the engine delivered 115 bhp at 12,000 rpm, with tuning parts mostly restricted to the contents of the Yamaha FZ750 race kit. The same basic engine has now been persuaded to deliver no less than 132 bhp at the rear wheel at 12,200 rpm. This is in race form, though on the dyno Marconi has seen 137 bhp, but with an unacceptably narrow powerband.

However, to achieve this Bimota has effectively re-engineered the motor so that only the Yamaha outer castings remain. Crankshaft, con-rods, pistons, valves, springs, camshafts and cylinder sleeves have all been specially made to Bimota's specification by a variety of European component suppliers, while Yamaha supplied special versions of their close-ratio FZ kit gearbox to Bimota, with shorter ratios in each of the bottom three gears of the six-speed box.

Four of the team's five race engines use Yamaha's dry clutch, but for some reason the fifth motor was supplied with a standard oil-bath clutch which has proven invaluable. Apparently, the Yamaha dry clutch has no exhaust for the dust off the plates, which means it tends to slip

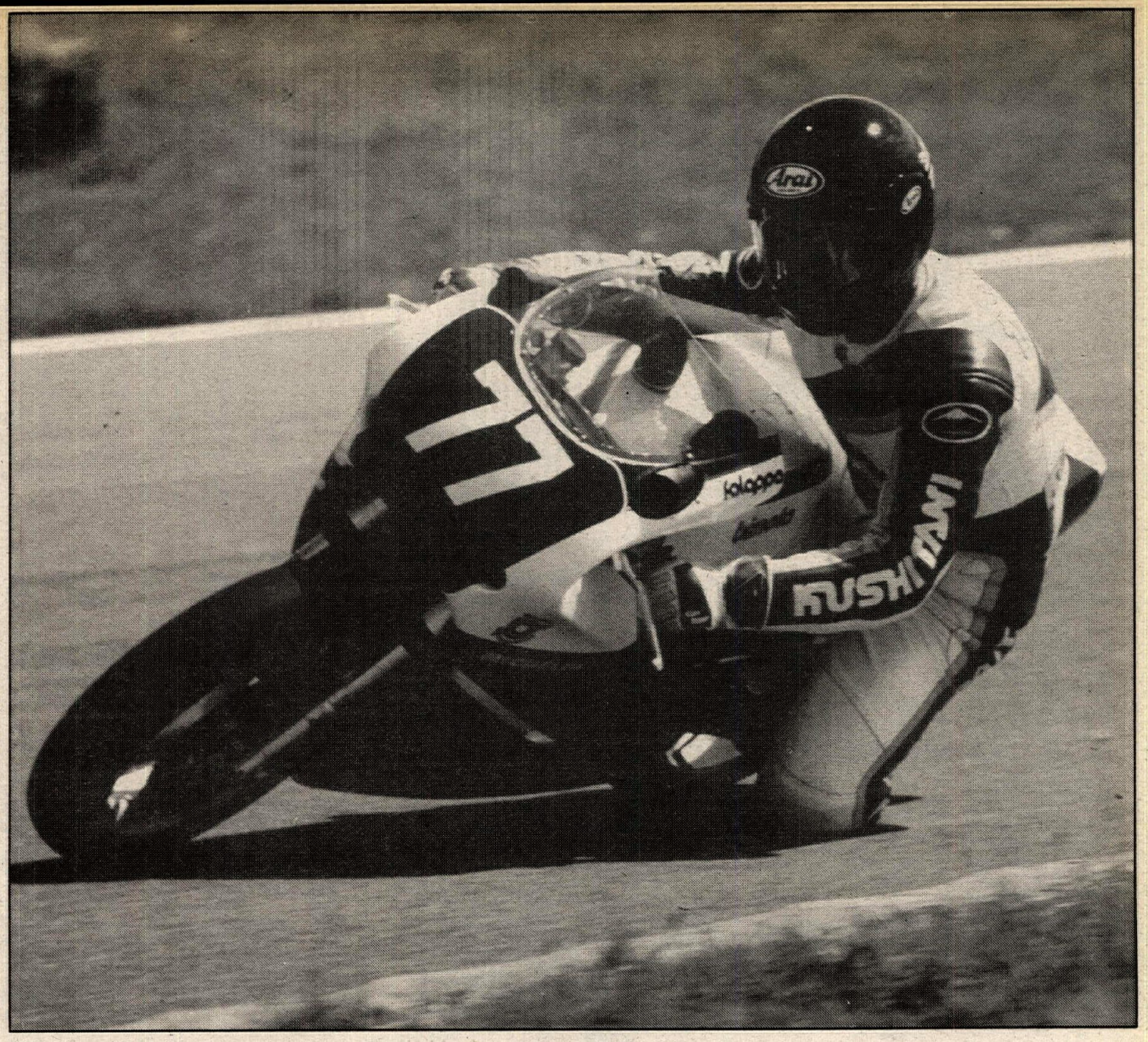
after awhile, even if cleaned before a race. Strange, but true.

The effect of these internal modifications has been to take the engine to the limit of the 750cc class capacity with 0.3mm oversize 68.3mm pistons giving 12:1 compression; to develop a range of camshafts to give the option of varying power characteristics to suit different circuits by altering valve timing, lift and dwell; to increase valve sizes on the 20-valve DOHC motor by 1mm over standard to 24mm inlet and 22mm exhaust; and above all, to maximize the benefits of being the only four-cylinder team to employ Weber/Marelli EFI/EMS, thanks to its homologation on the YB4EI road bike.

However, in opting for the electronic fuel injection route, Bimota has logically taken advantage of the hands-on experience in electronics to extend their degree of computerization to the point that only Kenny Roberts' Lucky Strike Yamaha GP team is as far advanced along the electronic data-gathering road. At the Canadian Superbike round at Mosport earlier this year, Bimota debuted the real-time data-acquisition system they've been using in testing since the start of the year, developed in conjunction with Marelli and employing an IBM-compatible Toshiba MS DOS computer with an Italian Digitech software package. This not only enables them to monitor the EFI/EMS setup by plugging directly into the on-board computer, but to obtain a host of other material mostly, but not exclusively, relating to chassis behavior. The principal data Marconi likes to work with includes suspension travel front and rear, steering lock, speed and acceleration which, when combined with readouts of the angle of the throttle butterflies and rpm tell him just about everything he needs to know about the bike's comportment at any given point of the track or moment in time. Add in the ability to monitor the engine's oil temperature and exhaust port temperature, combine it with the data supplied and controlled by the EFI/EMS, and you have the capability to determine how the engine is behaving, at the same time.

The Weber/Marelli EFI/EMS employs a single injector per cylinder, an electric fuel pump, and an on-board computer containing the single EPROM chip, mounted on a carbon-fiber panel under the back of the seat where it does not apparently suffer from vibration-induced problems as has been the case with similar Weber/Marelli components mounted on Moto Guzzi and Ducati twins; perhaps the four-cylinder engine of the Bimota is that much smoother.

The EFI/EMS is known as the ALPHA NP system, after its three fundamental parameters: Alpha = throttle butterfly angle, N = rpm, and P = state of fuel delivery. These in turn are affected by two secondary parameters, namely ignition advance and injection timing, and sensors are fitted which monitor all of these functions, as well as supplying data on water temperature, air pressure and temperature inside the airbox, and the battery voltage: if this varies up or down from the 12-volt norm, it alters both the ignition advance and injection timing, so it's quite critical and a compensatory function has to be built into the system. The on-board computer acquires all this data, processes it, and controls the fuel-injection functions accordingly. Now do you see why it's called an engine management system?



British journalist Alan Cathcart rode Giancarlo Falappa's Bimota Superbike at Rijeka, Yugoslavia.

Being a factory team with close relations with Weber/Marelli, Bimota has the ability to cook their own EPROM chips off the bike with the Toshiba (though they don't yet have the works Ducati team's latest goodie, which is a handlebar-mounted, three-way switch enabling the rider to switch between three different chips out on the circuit!), as well as to fine tune them once installed in the black box (actually, it's silver) via a portable programmer wielded by Bruno and Massimo, the works race mechanics. However, having once supposedly perfected the engine's running to the nth degree in this way, it's important not to stall or cut the motor since by doing so you return the settings to their original positions. Careful how you let out the clutch, Giancarlo . . . !

Bimota brought both Falappa's race bikes to Rijeka for testing — one in standard '89 form with Ohlins inverted front forks, the other with prototype racing versions of the Marzocchi upside down forks now fitted to the YB4EI roadster, as well as Marzocchi rear suspension instead of the normal Ohlins rear unit. A more dramatic-looking mod to be tried out at the test day was the provision of two Kawasaki ZXR-type air-induction tracts leading through the tank shroud to the airbox, since in dyno testing Marconi had detected a power increase with the ram air effect thereby obtained. The result was unkindly dubbed "Big Ears" — and since it happened to be closest, I went out on it first.

If I was half expecting to find myself aboard a faster, better-braked version of the YB4EI roadster, I was in for a big surprise. In the three years since I last rode a Bimota factory racer, the world of four-stroke racing has changed immeasurably, least-ways seen from Bimota's corner of the ring. Forget about Superbike racing supposedly being about modified road bikes, a sort of superstreet Silhouette class: the YB4EIR is a GP racing motorcycle that just happens to have a four-stroke engine in it. In a way, this is a reflection of the change in the kind of racing organized at world level for four-strokes. Before, the accent was on TT F1, which predicated longer races, mostly over road circuits, with a greater variety of surfaces and an accent on rider comfort. Now, the World Superbike Series entails two short, sharp, furious races per round, not even as long individually as GPs, and held on "proper" GP-style circuits (yes, well, plus Mosport!). The bikes have changed accordingly.

So, apart from the curious riding position dictated by Falappa's highly individual upright style, with the bars — themselves longer than usual, as befits a former "crossista" — spread very wide and flat, just like on one of Rob McElnea's bikes, the first thing you notice about the Bimota is how far forward you sit on it, just like a current 500cc GP racer.

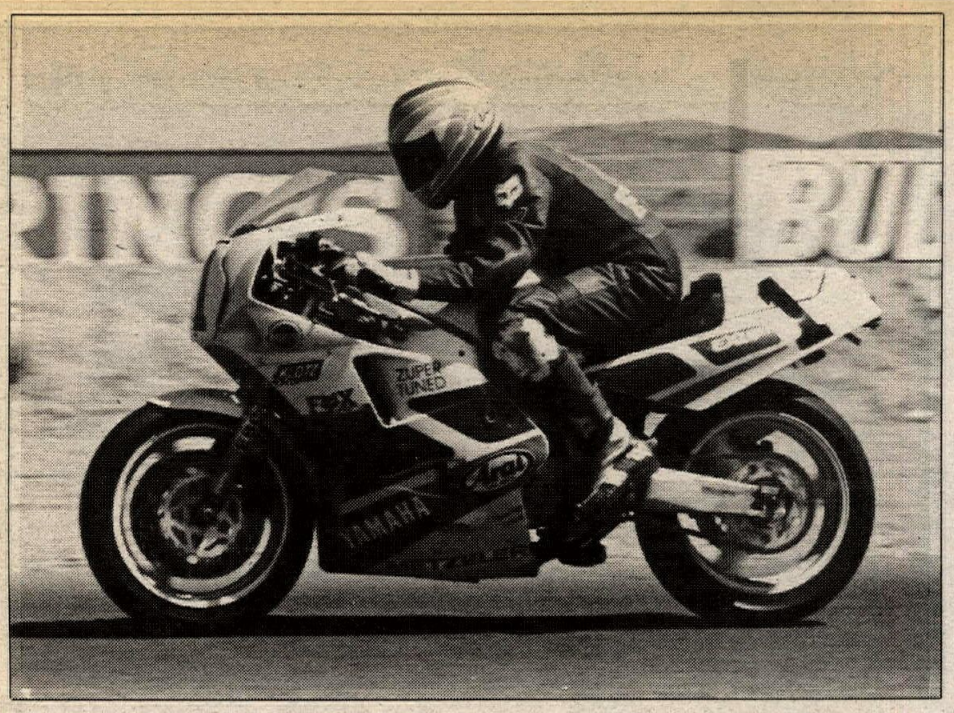
Falappa, who's about the same height as me, hardly ever gets flat on the tank, but if he did he'd find his chin making friends with the steering head. At the same time, the bike is extremely compact and close-coupled, with the wheelbase down to 54.8 inches from 56.8 in. three years ago in TT F1 form, reduced to 55.6 in. last season. Head angle is a steep 24.3 degrees and trail a mere 3.92 in., the sort of steering geometry you'd find on Lawson's and Rainey's GP 500s, which would also have a forward weight bias not so unlike the Bimota's present 54/46% — itself a change from Martini's original 50/60% layout on the first YB4.

So what we have is a four-stroke GP bike by any other name, an impression reinforced by the beautifully-fabricated twin-spar chassis, made of Anticorda 100 aircraft alloy, in which the FZ750 engine is tilted back in the frame so that the cylinders lie at an angle of 36° from vertical, rather than the original FZ's 45° — a move aimed at obtaining a shorter wheelbase, achieved by recasting a new magnesium sump to allow the Bimota-developed exhaust to sit snugly under the engine, and recently copied by Yamaha themselves on the OW01. That impression is reinforced, at least on Big Ears' sister, by the sturdy Ohlins OUT (outside upper tube) front forks, and the Marchesini wheels shod with the same Michelin rubber as used by the bulk of the field in 500cc GP racing. The massive 320mm Brembo discs and four-pot calipers complete the picture, chassis-wise.

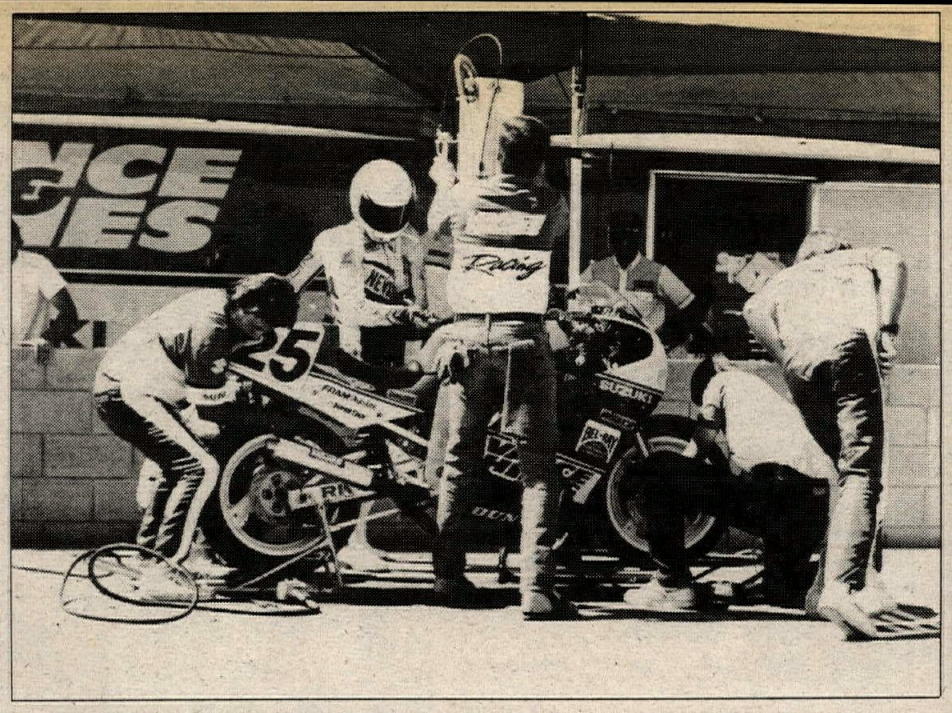
But it's not till you twist the throttle on the Bimota Superbike that this picture becomes truly complete, because from having been a superfast pussycat of a highly-tuned road bike when I sampled it last three years ago, the works YB4 has now become a machine that is at least as hard to ride fast as a modern GP 500, and probably even more so.

To obtain competitive horsepower from the FZ750-based engine,

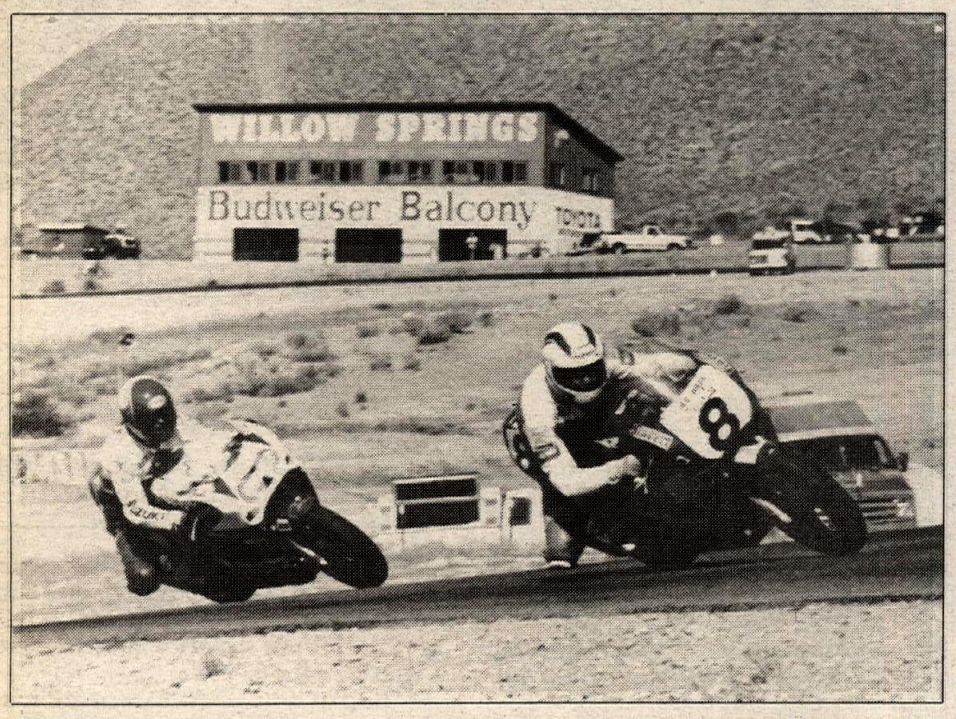
(Continued to page 37)



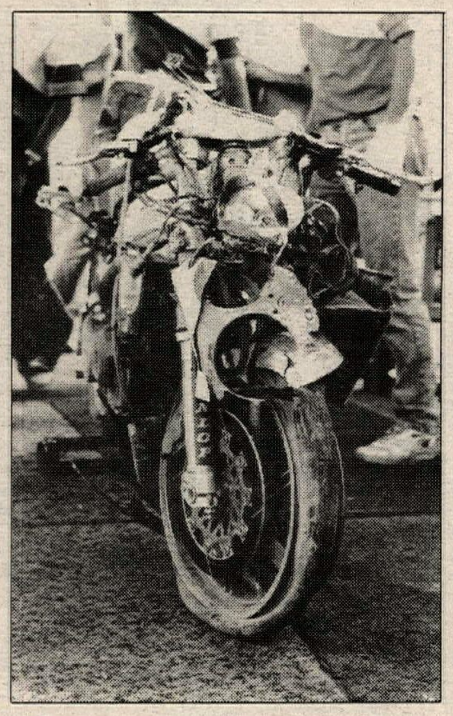
Kurt Hall led The Human Race Team to their first-ever victory at the Willow Springs 24-Hour, and their second 24-hour win of the year.



Vance & Hines Motorsport Centre's four-year win streak came to an end when they finished second, 23 laps behind the Zoomin' Humans.



Heavyweight Production winner Team Sledge (8) leads Team Suzuki (2) through turn six. Team Suzuki finished third overall after crashing twice.



The Honda R&D entry led much of the race, but crashed out.

WERA/EBC Brakes Endurance Road Race Series: Round 11

Humans win, end Vance & Hines' win streak at Willow Springs 24-Hour

By Brian Catterson
Photos by Richard D. Thompson, Mike Doran and Catterson

ROSAMOND, CA, SEPT. 9-10

Only in fables does the tortoise always beat the hare, or so it would seem after the sixth running of the annual WERA 24-Hour West at southern California's Willow Springs International Raceway.

For the last four years, the Vance & Hines team has played the slow-and-steady role to the rabbit's pace set by The Human Race Team and Team Suzuki Endurance, and ended up taking four consecutive fairy tale wins. (Although the record books show three Vance & Hines wins, it was essentially the same Torrance, California, shop that won here in 1985 as Cycle Tune, before becoming part of the Vance & Hines chain.) Vance & Hines' game plan was the same for this year's race as it had been in those winning years: turn consistent 1:35 lap times, and be there at the end to capitalize on their competitors' misfortunes.

But this year, it was the inhuman Human Race Team of Kurt Hall, Andy Fenwick and Tim Morrissey, along with substitute riders (or "sub-Humans") Barry Burke and Team Motor Sport's Phil Kress, who won the race, doing so in fine style. The Yamaha FZR1000-mounted defending series champions covered 2065 miles, or 826 laps of the 2.5-mile, nine-turn, high desert circuit, to claim a whopping 23-lap margin of victory over the second-placed Vance & Hines Motorsport Centre effort. Team Suzuki Endurance finished third, a further two laps in arrears, after a trouble-filled race.

The win was the Human's second in a 24-hour race this year, having won the 24 Hours of Nelson Ledges in July. (Team Hammer, now Team Suzuki Endurance, was the last team to win both 24-hour races in a single season, in 1984.) But since WERA allows just nine races to be counted towards the championship, and only one 24-hour race, the only benefit of the Humans winning here was that arch-rivals Team Suzuki *didn't*.

HRT Team Captain Dave Zupan's strategy was for his riders to turn consistent lap times in the 1:32 range, which would give the team approximately 100 miles more than their Nelson Ledges total, and the corresponding mileage points, should nothing go wrong. Such was not the case, however. Yes, the Human's lap times were fast enough that they could have broken the existing 24-hour mileage record (2155 miles set by Vance & Hines in 1987), let alone their 2104-mile Nelson Ledges tally, but two red flags on Sunday morning brought a halt to any record attempts.

The Human's only moment of weakness came just 15 minutes into the race, when Hall pitted with a mysterious vibration. The problem was thought to be a defective front wheel bearing, or possibly an out-of-balance front tire, and the crew quickly changed the wheel and sent Hall back out.

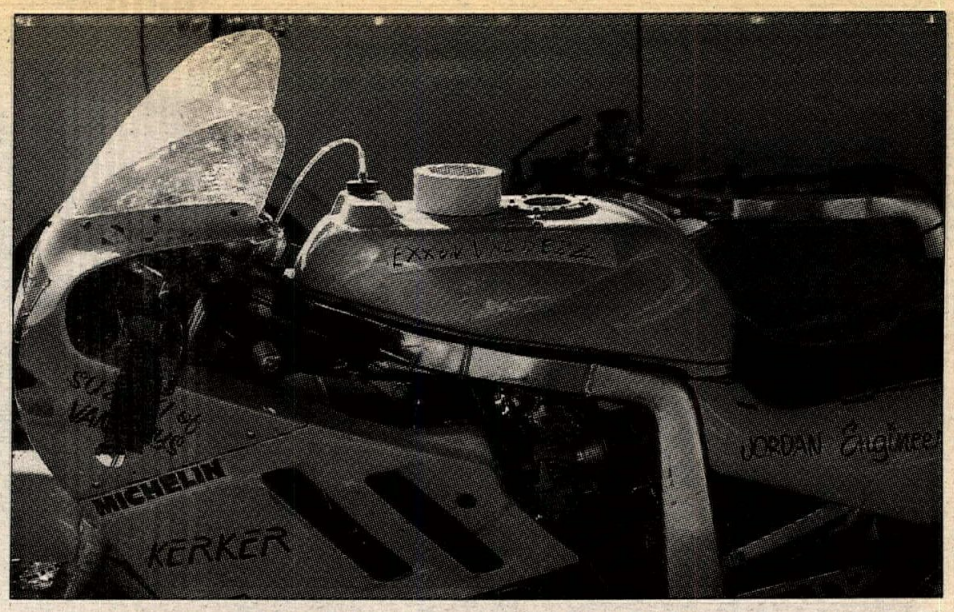
Another interesting development saw the Humans start the race on a rear Michelin slick, in spite of their Metzeler sponsorship, which they would use until switching back to a Metzeler at their first tire change. The reason given was that the Michelins work better in the desert's intense afternoon heat; the Metzelers work better in cooler temperatures. HRT is sponsored by Yamaha Motor Corp., Metzeler, Arai, Fox and Klotz.

Vance & Hines Motorsport Centre's chances of a fifth straight win here were thwarted by the scorching pace set by the leaders, by the fact that HRT didn't break, and by a couple of time-wasting mechanical problems. First, the taillight fell out while racing journalist Nick Ienatsch was out at night, and the crew spent 15 minutes pilfering a replacement from their spare street bike. Later, an axle bearing spacer welded itself to the axle, and David Deveau brought the bike into the pits where it took nearly 45 minutes to beat it free with a hammer.

The result of these delays was that Vance & Hines riders Peter Carroll, Peter De Leo, Dale Kieffer, Deveau and Ienatsch, campaigning a more-or-less stock Suzuki GSXR750, were in danger of being caught by Team Suzuki in the final stages of the event. But Ienatsch turned up the wick for the final hour, turning 1:32s to hold Suzuki at bay.

Team Suzuki suffered through two mechanically-induced crashes which resulted in much downtime in the pits. The first incident occurred just a half-hour into the race when Paul Bray came off in turn two when the front tire valve stem pulled out of the rim. Bray was able to remount and carefully rode back to the pits where the crew replaced both wheels, a footpeg and the fairing. At the end of the first hour, Team Suzuki was listed in last (35th) place, 11 laps shy of the leaders.

The Human Race Team's (L-R) Phil Kress, Kurt Hall, Tim Morrissey, Barry Burke and Andy Fenwick celebrate their fourth win of the year.



Johnson & Wood dubbed their Suzuki GSXR1100 the "Exxon Valdezz" after it leaked oil, causing the first of two red flags.

Wes Cooley came out of hibernation to ride for Team Suzuki at night. Here, he tells track announcer Glen Billings what he's been up to.

"It gave no indication at all," said Bray of the crash. "You double apex turn two, you go in tight and drift out wide, and it's in the middle there where the front end pushes bad. It just pushed until the bike stood up on the bodywork."

According to tuner Keith Perry, the Mitchell wheels come stock with rubber valve stems, and until now he'd been replacing only the rear wheel's with a metal valve stem. "No more," he said.

Bray's crash wreaked havoc on Suzuki's battle plan — to run Bray and Mike Smith during the day, Wes Cooley and Britt Turkington at night — as Bray would sit out the remainder of Saturday afternoon with abrasions to his left forearm and palm, and would not return to the saddle until Sunday. In his absence, Suzuki enlisted Don Canet.

The second incident came late in the 19th hour on Sunday morning, when Smith fell off after the the drive chain broke in downhill, left-hand turn five. He was uninjured, and rode the crash truck back to the pits where the bike was quickly repaired.

The race for the lead was made interesting by a number of local, one-time teams, including fourth-place finishers Kawasaki of Riverside, fifth-placed Hyper-Cycle, plus non-finishers Johnson & Woods, and a Honda R&D effort called Team RC30.

Kawasaki of Riverside fielded Richard Moore, Paul Vogel, Tony Fuller, Jerry Ernst, Steve Downey, Steven Mikailas and Chris Ganimian on a 750cc ZX7, and their only problems were minor. "We started running out of gas when we started going faster, so we lost the time we gained by going fast," said Moore, who pushed it back to the pits once; Vogel was the other pedestrian.

Hyper-Cycle's Carry Andrew returned to racing for the first time since sustaining a shoulder injury at Mid-Ohio, and led the race early on. But Hyper-Cycle's efforts were also not trouble-free. First, Yoshimura Suzuki teamster Tommy Lynch, who was competing in his first 24-hour race, ran out of gas and had to push back from turn eight in the dark. Later, the GSXR1100's brake fluid ran low, and Curtis Adams fell at the exit of turn two while pumping the brakes just past midnight. Adams returned the bike to the pits, and repairs were made, but the team lost a number of laps. The balance of the Hyper-Cycle roster included Kenny Kopecky and Chuck Magnusson, plus Jeff Stern and Jeff Rheaume of Fastline Racing fame.

The Honda effort pitted Honda employees Mitch Boehm and Mike Spencer, and hired guns Randy Renfrow, Rich Oliver and Andy Leisner on a lightly-modified 750cc RC30. In all, the impressive team led 15 hours, running plus or minus one lap from the Humans for 14 hours, until Leisner lost the front end and crashed in high-speed, right-hand turn eight during the 20th hour. The bike was a write-off.

Boehm also had a moment in turn eight during the fourth hour, when the front wheel tucked under and he skated along on his knee and elbow before somehow saving it. "I thought, 'It can't end like this,'" Boehm said. "I didn't really do anything, it just kind of came back." The near-fall completely ground through his leathers.

Local salvage yard team Johnson & Wood ran with the leaders early in the race on their GSXR1100, but the motor went away big time at just past 4:00 a.m. Sunday, and the junkyard dog laid oil down from turns one to four. The race was red-flagged, and the restart delayed for 90 minutes while Renard Fiscus and his crew cleaned up the mess.

The delay came at a good time, as it allowed the teams to remove their headlights for the dawn's early light restart.

The Heavyweight Production class was won by Team Sledge's John Litsey, Mike Ernst, David Bryant, Mike Graves, Tony Atwater and the honeymooning Scott Cleff (who married his wife, Mimi, Friday night) on a Suzuki GSXR750. Ironically, this was the team that caused one of the race's two red flags, when Litsey fell at the exit of turn one, suffering a broken collarbone and dislocated shoulder. The bike came to rest dangerously close to the track's edge, so the race was red-flagged for the second time.

That final red flag saw the race restarted with a hair over one hour remaining, and a battle ensued for Mediumweight Superbike-class honors between Kurt Heppe on the Bench Racing Yamaha FZR600 and Kent Kunitsugu on the Cycle Racer Honda CBR600. Or so they thought.

"They (track announcer Glen Billings) announced that Cycle Racer was on the same lap as us, so Kent (Kunitsugu) and I were going to have to race till the end. But I got a pit signal that said I was actually two laps ahead, so I backed off," said Heppe, who was joined by William Beck, Peter Christensen, Ken Reynolds, Robbie Petersen, Mark Schubert and Vance Specht. Their only problems were a seized clutch pushrod in the third hour, and a crash by Schubert in the turn three oil that caused the first red flag. The team had planned to run slicks, but Petersen convinced them that DOTs would be a better bet, and they changed their plans.

Cycle Racer had led the class earlier, but lost time during the 14th hour when they changed the rear shock. They finished second in class, and eighth overall.

The final restart was the subject of a protest by Team Suzuki, as they, Vance & Hines and a host of other teams were forced to start from the hot pit when they missed the muffled announcement calling racers to the grid.

The Mediumweight Production class was a cakewalk for the Bay Area Fast Boys — Denny Kobza, Armin Zipperlee, Howard Berry, Kurt Narriwer and John Fosgate. The team rode their Suzuki GSX600 Katana hard, and by the end of the race there was not much footpegs left, plus the exhaust had a hole worn through it. The bike was also burning about a quart of oil each hour. The BAFB's worst moment came when John Fosgate fell off in turn one during the 20th hour.

Vitesse Racing's Mike Krynock, Darrell Clingeman, Mark McDaniel, Darrell Parker, Andy Deatherage and Don Fielden won the Lightweight division on their FZR400, but were not invited to the winner's circle because theirs was the only Lightweight entry. However, they did finish 12th overall, well ahead of most of the larger teams.

In the big picture, the Humans continue to lead Suzuki in the series point standings, 973.11 to 968.58, despite the fact that the Humans have just four wins to Suzuki's seven. We're Human Too was absent from Willow Springs (having won their class at Nelson Ledges), yet still hold third in points with 752.92. Royale Racing (who had motor problems here, finishing 23rd overall and fifth in class) lies fourth with 721.48, while Team America (absent here) is fifth with 676.34.

Zupan now plans to win at Shannonville in Canada, and at one of the Human's favorite tracks, Indianapolis Raceway Park in Indiana, and then go to the Road Atlanta Grand National Final with both his team and Team Suzuki needing to win to take the championship. •

Results

WERA 24-HR WEST O/A: 1. The Human Race Team (Yam); 2. Vance & Hines Motorsport Centre (Suz); 3. Team Suzuki Endurance (Suz); 4. Kawasaki of Riverside (Kaw); 5. Hyper-Cycle (Suz); 6. Team Sledge (Suz); 7. Bench Racing (Yam); 8. Cycle Racer (Hon); 9. Cycle Tune Performance (Suz); 10. Bay Area Fast Boys (Suz); 11. Team Priviteer (Suz); 12. Vitesse Racing (Yam); 13. O'Neill Racing (Hon); 14. Team Hawaii (Hon); 15. Team Belchfire (Hon); 16. Insulate Industries/Centralia Ford Mercury (Suz); 17. B-Cal Racing 2 (Suz); 18. Pegasus Racing (Yam); 19. Sport Bikes Only (Hon); 20. A. Hammer Racing (Suz).

H/W S/BK: 1. The Human Race Team (Yam); 2. Vance & Hines Motorsport Centre (Suz); 3. Team Suzuki Endurance (Suz); 4. Kawasaki of Riverside (Kaw); 5. Hyper-Cycle Racing (Suz).

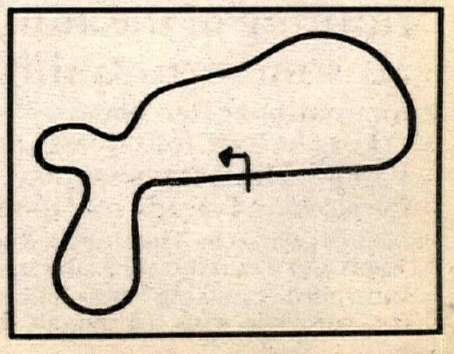
H/W PROD: 1. Team Sledge (Suz); 2. Team Priviteer (Suz); 3. Radioactive Racing (Suz); 4. Team White Whale (Suz); 5. Pegasus Flying Fossil (Suz).

M/W S/BK: 1. Bench Racing (Yam); 2. Cycle Racer (Hon); 3. Team Belchfire (Hon); 4. B-Cal Racing 2 (Suz); 5. Royale Racing (Yam).

M/W PROD: 1. Bay Area Fast Boys (Suz); 2. O'Neill Racing (Hon); 3. Team Hawaii (Hon); 4. Pegasus Racing (Yam); 5. Sport Bikes Only (Hon).

L/W: 1. Vitesse Racing (Yam).

WERA/EBC BRAKES ENDURANCE SERIES POINT STANDINGS: 1. The Human Race Team (973.11); 2. Team Suzuki Endurance (968.58); 3. Royale Racing (752.92); 4. We're Human Too (721.48); 5. Team America (676.34).



Defending National Cross Country Champion Ed Lojak (above) scored a dramatic victory at the Hookstown, Pennsylvania, National. Lojak exchanged the lead several times with Team Green's Scott Plessinger (below), who came from behind to challenge Lojak for the win, and crossed the finish line just a few seconds ahead of the Kawasaki rider.

AMA Wiseco/Yamaha National Championship Cross Country Series: Round 7

Lojak scores Beaver Valley National win

By Larry Bell

HOOKSTOWN, PA, SEPT. 9

Seven-time National Cross Country Champion Ed Lojak continued to dominate the woods racing scene by winning the hard-fought and highly emotional National Cross Country at Beaver Valley Raceway.

The Yamaha/Hi-Point/Smith/Arai/Metzeler-backed Lojak crossed the finish line just a few seconds ahead of Kawasaki rider Scott Plessinger after the three-hour race. The two exchanged the lead several times during the eight-mile-a-lap circuit event.

Finishing just off the torrid pace (the front two riders were averaging 22-minute lap times despite the hot and humid weather conditions) was Yamaha-mounted Duane Connor.

Open class racer Steve McSwain, aboard a Honda CR500, finished fourth followed by Tim Shephard, riding a Yamaha YZ490.

An obviously exhausted Lojak laid on the ground after the race and it took several minutes for him to regain his breath to comment on the race.

"There really isn't much to say," said a quiet Lojak. "On the start I

(Continued to page 23)

YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM YAMAHA TEAM YAMAHA

TWO OF A KIND BEATS A FULL HOUSE.

Of course, a pair of Yamahas stacked the deck in our favor.

First, the Human Race Team on their FZR1000's aced the September 9-10, 24-hour WERA/EBC Brakes Endurance Series with a total of 826 laps. Talk about a hot streak. That was 23 laps ahead of the next team at the Willow Springs International in Rosamond, California.

That same weekend the competition folded as Barry Burke blew by on his FZR750 to a first-place finish at the WERA/Toyota/Dunlop Formula U.S.A. road race.

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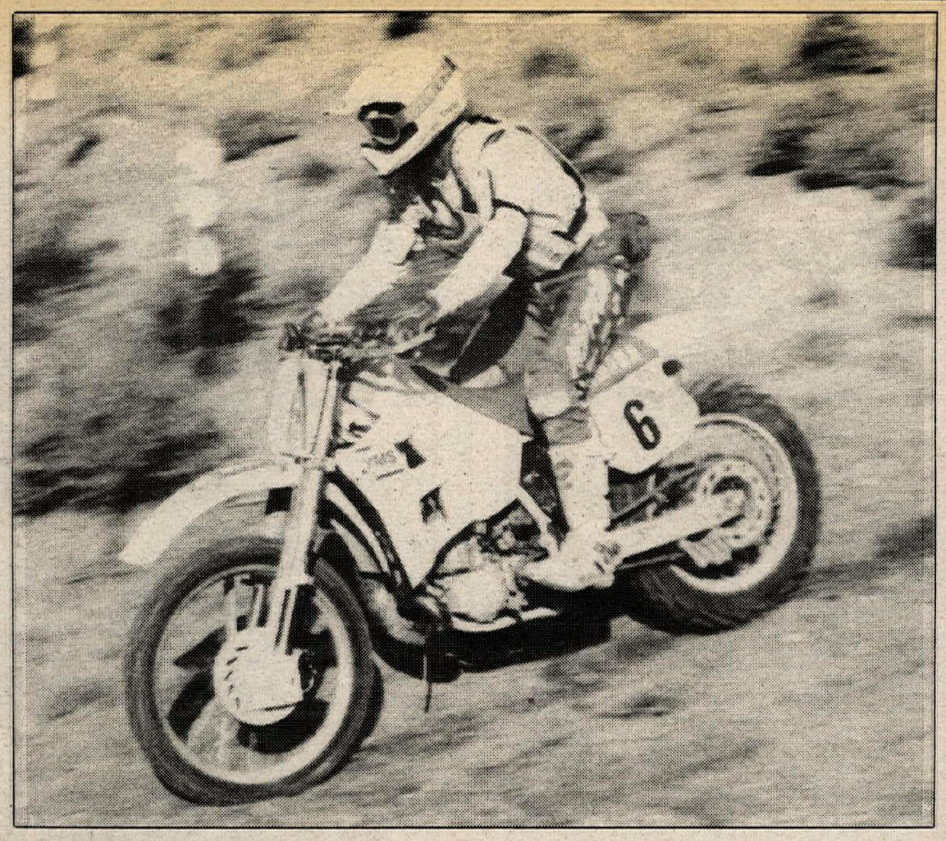
KTM's Dan Smith scored his third National win of the year and moved into the series points lead for the first time this season.



Fritz Kadlec, who said he rode the National mainly because it was close to home, gave Smith a run for his money; Kadlec finished second overall.

National Championship Hare & Hound Series: Round 6

Smith edges Kadlec in Colorado

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

CRAIG, CO, SEPT. 10

KTM's Dan Smith crossed the finish line just 10 seconds ahead of local favorite Fritz Kadlec to take the win in the second-to-last round of the National Championship Series near Maybell, Colorado.

After a 96-mile battle that saw the lead change hands more times than anyone could count, it all came down to the last four miles. Smith grabbed the lead with the finish line almost in sight and charged home to take the checkered flag just a few bike lengths ahead of the Yamaha pilot Kadlec, with Honda-mounted Garth Sweetland and Kawasaki's Larry Roeseler sliding home less than two minutes behind in a last-minute tussle for third.

"That was close — one of the closest finishes we've had," said Smith, "and it was like that all the way. We were dicing back and forth the whole time and I think that made it the funnest National I've been to."

Smith's win put the three-time National Champion out in front in the series points race for the first time this year. With just one round remaining, Smith has a six-point lead over Team Green's Roeseler for the overall championship, and a seven-point lead over Roeseler for the Open class honors.

"I was hoping (Smith) wouldn't finish this race and then I'd have it all sewn up," said Roeseler, who had a comfortable lead until neck injuries forced him to miss rounds four and five of the series. "It's going to go right to the end and it's going to be close."

With less than 10 points separating the top three contenders for the overall title, there were some determined faces as the riders lined up at Sand Wash Basin for the start of the race, which was sponsored by the Little Snake Motorcycle Club.

BLM restrictions confined the 85-strong start to a narrow wash. The Open and 250cc Experts headed the field in three, 10-across lines that powered off at the first drop of the banner, and the rest of the field followed one wave at a time at one-minute intervals.

"That first sprint down the wash was awesome," Smith told *Cycle News*. "We were dicing so close we were swapping tank stickers and banging bars."

Team Green's Paul Krause got off to a fast start and was battling with Smith and Kawasaki teammate Roeseler, as they headed into the first corner, but KX250 hopeful Ted Hunnicutt was not quite as lucky.

"I was back on the second row and I was having a bit of trouble in the first sandwash," said Hunnicutt. "I fell a couple of times and the other guys got away from me a bit."

John Braasch's Yamaha led the 125cc charge when the banner dropped for the second time, and Kenny Parry gave it his best shot when the Vets left the line in start number three.

"I got the holeshot but then Kerry Fowler on an open bike got around me on a straightaway and I went down pretty hard," said Parry. "I had to work my way up after that and that made it tough."

The dash down the long starting wash soon turned into a four-way battle for the first-row starters. Smith, Roeseler (KX500), Kadlec and Nevada hotshot Danny Hamel (RM250) were all hard on the gas and the tight sandy terrain kept them tightly bunched.

"We went at it for a long time — just passing back and forth the whole time," said Smith. "Everybody was leading it for a while."

Kadlec was out in front as the racers passed the 10-mile mark, then Hamel pushed through to take the point position.

Heavy rain two days before the race had left perfect traction and almost dust-free conditions all the way round the first loop.

The fast-paced roads gave the advantage to the Open class riders, but Kadlec and Hamel were never far behind and the long 51-mile loop soon started to take its toll.

"I was leading going into the alterate gas but I was almost out of gas and I wasn't sure that I'd make it," said Roeseler. "Smith passed me back going into the pit and then Kadlec and Hamel got by me as I coasted the last few yards into the alternate."

With Smith in front, the racers turned for the charge in to the pits. The KTM/Hi-Point/Scott/Metzeler/Arai/F&L/Z Racing/Maxima/Sunline/Renthal-backed racer was stretching out the lead all the way and was almost a minute ahead as he raced out of the hills and dashed across the valley towards pit row. But with a mile still to go, Smith coasted to a stop.

"I ran out of gas right there. I could see the pits but I just couldn't make it," said Smith. "Luckily I was carrying half a gallon of gas with me."

But the stop cost valuable seconds and Kadlec and Hamel raced by before Smith was back on the bike. Kadlec was 17 seconds ahead of Hamel as he entered pit row, with Smith 30 seconds back in third and Roeseler hard on his heels in fourth.

Record times were set in every pit and when the racers headed out into the 45-mile second loop it was Kadlec by a nose, with Smith, Hamel and then Roeseler racing fender to fender in one long blur.

Sweetland headed out a minute behind in fourth, with Krause, Hunnicutt and Greg Searle hard on his heels. Idaho's Curtis Dice was pushing hard in ninth, just ahead of John Brubauer and Kenji Gauthier, and Jimmy Lewis was a minute up on 125cc rival John Braasch in 12th overall.

Fowler was still leading the Vet class when he dashed through the pits in 16th overall, with Parry about a minute behind in second, and Bill Maxim's Kawasaki led the Seniors through in 22nd.

The back and forth sandwashes continued throughout loop two and drier conditions saw the first dust of the race. Kadlec continued to run at the front of the pack and the top four places remained unchanged for most of the fast-paced course.

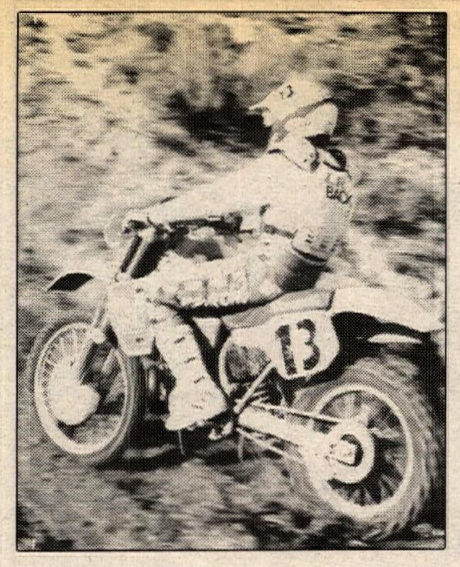
"I caught Hamel about halfway round the second loop in a really tight wash," said Roeseler, "but by then Kadlec had a pretty good lead and I was starting to get tired."

Up in second, Smith refused to call it quits.

"I led all the way round the second loop and I was quite a ways in front about 10 miles out, then I don't know what happened. I turned around and Smith was right there," said Kadlec. "Somehow a lot of time got misplaced. Maybe I lost the course and maybe he did. It did a lot of weaving back and forth out there."

Kadlec poured on the pace as the course turned towards the finish but Smith was pulling out the stops too. He powered past the Yamaha in the last wash and sprinted the last few miles in to the checkered flag.

"I got by him about four miles



Larry Roeseler lost the series points lead to Smith in Colorado.

back — it was really close," Smith said. "The course seemed about the same as it was last year but we really had a great race. It was so close — this is what racing is all about."

"It was better than last year because it wasn't as dusty," said Kadlec. "I'm not trying for National points — I really just did this race because it's fairly close to home. I haven't raced more than 10 races this year and I needed a warm-up for the Six Days."

Smith was not the only racer to launch a late-in-the-race charge. Arizona's Garth Sweetland came on strong in the final stages and catapulted his CR500 up past Hamel and then past Roeseler to grab third overall, just two minutes behind the leaders.

"I pushed really hard in the last wash and it paid off," said Sweetland.

"I'm tired and my neck's really stiff, but I had a good race," said Kawasaki's Roeseler. "It's pretty fast out here but we made it fun."

Hamel's Suzuki crossed the line in fifth to claim second in the 250cc division.

Hunnicutt edged Kawasaki teammate Krause out of the number six spot by just a few feet, and Searle stormed in hard on their heels to claim eighth despite a large split in his pipe that kept his CR250 out of fifth gear for most of the race.

Ninth overall went to John Brubauer, Dice brought his Honda home in 10th and Lewis screamed in half a minute ahead of arch-rival John Braasch to take the 125cc honors in 11th overall.

Fowler continued his race-long domination of the Vet class and took the win in 14th overall.

Parry brought his KX250 home just behind Fowler to claim second in the Vet division.

Anna Cody Merritt all but tied up the Women's Championship with her fourth win in a row and Bill Maxim made it two wins in a row in the Senior class in 20th overall. •

Results

O/A: 1. Dan Smith (KTM); 2. Fritz Kadlec (Yam); 3. Garth Sweetland (Hon); 4. Larry Roeseler (Kaw); 5. Danny Hamel (Suz); 6. Ted Hunnicutt (Kaw); 7. Paul Krause (Kaw); 8. Greg Searle (Hon); 9. John Brubauer (Yam); 10. Curtis Dice (Hon); 11. Jimmy Lewis (Yam); 12. Kenji Gauthier (Suz); 13. John Braasch (Yam); 14. Kerry Fowler (Hon); 15. Kenny Parry (Kaw); 16. Tommy Ady (Yam); 17. Alan Peterson (Yam); 18. Tom Willis (KTM); 19. Dave Chase (Suz); 20. Bill Maxim (Kaw).

SR A: 1. Bill Maxim; 2. Carl Weskamp; 3. Rick Platts.

OPEN B: 1. Ron Hockett; 2. Douglas Vara; 3. Ray Neill.

250 B: 1. Chris Garbe; 2. Don Dervofe; 3. Paul Pitts.

VET B: 1. Troy Raynor; 2. Vincent Fehmettle; 3. Dan Dailey.

SR B: 1. Eddie Valke; 2. Bill Moore; 3. Ray Patton.

4-STRK B: 1. Vincent King.

4-STRK C: 1. Wes Johnson; 2. Mike Pearson.

OPEN C: 1. Tracy Tubbs; 2. Wesley Johnson.

250 C: 1. David Nolan; 2. Shane Richardson; 3. Jim Squires.

VET C: 1. Larry Feuerstein; 2. Ronald Mercer; 3. Steve Pirro.

WMN: 1. Anna Cody Merritt; 2. Denise Mead.

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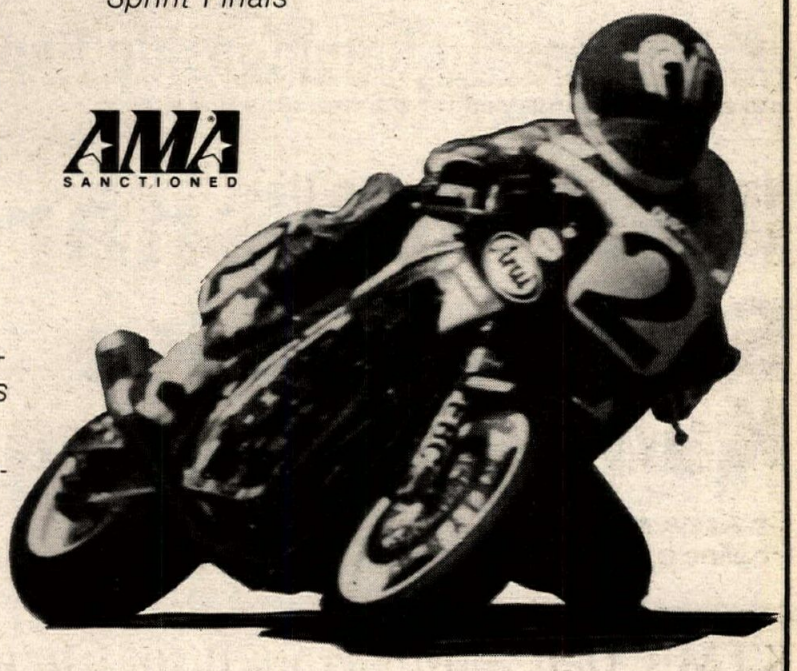

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Suzuki's Randy Hawkins is just two points shy of wrapping up his second National Championship Enduro title after winning in Iowa.

Team Green's Terry Cunningham lost out to Hawkins by just 11 seconds at the tie-breakers. He wound up finishing second overall.

AMA National Championship Enduro Series: Round 10

Hawkins snares Rattlesnake National win

By Merle Acord

WINTERSET, IA, SEPT. 10

Defending National Enduro Champion Randy Hawkins overcame torrential rains that turned mild-mannered creeks into raging bike-eaters at the 14th Annual 100-mile Rattlesnake Enduro and won his fifth National overall of the season. Hawkins, aboard a Team Suzuki RMX250, dropped 32 points but had to go to the tie-breakers for an 11-second edge to beat out four-time National Enduro Champion Terry Cunningham, riding a KX125. Team Green's Kurt Hough was third with a score of 33.

Greg Mapes and Chuck Craig, trail co-chairmen for the hosting Des Moines Enduro Riders M.C. said, "We had two inches of rain Thursday and six inches on Friday, and all the creeks were out of their banks. We made the decision Saturday afternoon, when the weatherman said more rain was on the way, to cut out the first 15-mile section. That's where the treacherous water crossings were.

But taking out the first section made for a strange start. We didn't have time to change all the corners so to keep it simple and not have a bunch of riders sitting 15 miles out on a gravel road waiting out a 30-minute reset we started them and rode them two-tenths of a mile on the Madison County Fairgrounds, (starting area) and promptly gave them a 14.5-mile reset.

"These guys did a great job with the event," said Hawkins. "There were some major problems they had to work around. I liked the long sections right after gas the best, and when I went into the last section I felt a little bit 'tingley', I knew I was leading and I didn't want to do anything stupid like getting off in one of those big ditches (ravines) which is pretty easy to do around here. I fell down a couple times. Once on an off-camber hill where I had to get up careful and that took extra seconds. But that wasn't any problem, I wasn't the only one that fell today. I should've went a four in that last section, as it was I only missed it by two seconds."

"Today's win is going to help the point situation for me," said Hawkins. "There are two Nationals left to ride out of the 12-round series and I have five wins and the points lead, they have to chase me."

Team Green's Cunningham said, "Hawkins and I tied in the first section. I went 4.8 and he went 4.8. In the next section, I went one and he went two, so I had him by a point when we reset at 105-miles. In the long section after gas Randy went 5.18 and I went 6.04. He had a real good ride. And in the next to last section, they checked us in and checked us out, I went nine and he went eight, so he had me by one point going into the last section. I knew that going into the last section so I *unplugged* — I let it go. I went 4.27 and he went 5.02. Jeff (Russell) went 5.03 and Kurt had a 4.43. I even crashed in there and still went 4.27, but I knew I had to get the point back. I got the point back, but Randy still beat me by 21 seconds at the tie-breakers."

Cunningham, who likes his enduros tough, said, "This was a real enduro. I like it and I hope they can keep the land and keep putting on their run, and that's why anytime I go by a farmer who's watching the race, I always say 'thank you, sir.' I don't know if he knows what I'm thanking him for but maybe he'll think about it later. I always try to do that and I respect there crops. It does make a difference and we've got to keep good enduros like the Rattlesnake 100."

"Last week I was first and Randy was third," said Hough. "This week I'm third and Randy is first. I felt that I was riding as fast as anybody here today, but I made a few mistakes and they cost me. I hit a tree going down hill and got stuck. I couldn't pull it off the tree, I had to drag the back end around then drag the front end around and the clock kept right on running. This morning I was having trouble reading the trails. Some places it was slick and in some places the traction was good. I can usually tell by just looking at the ground when the traction is good, but today I was going into the turns and just falling over. I must have fell five times. In that section I went five and Randy went four and then I got used to it and I went seven in the next section and Randy was eight. I had a pretty good ride except for that long section. Randy went 5.8 and I went 6.10. I had trouble setting up a rhythm in the woods."

"I think Randy has pretty well got it won (the championship) if he doesn't do something stupid like getting hurt," said Hough. "My plans now are to get it together and look forward to next year and hopefully I'll be up there."

"I rode good today," said Team Yamaha's Russell, who finished with a 34 for fourth overall. "I just had some mishaps. The most serious mishap was getting into a bottleneck in the longest section right after gas. We came out of a creek on to a off-camber path and had to line up. I tried going around a couple of times before I finally got through. Then Randy, who was riding a minute behind me, caught me and we ended up riding about 12 miles together. I would lead and when I would mess up and Randy would get in front then he would mess up and I would get in front. It was fun, only it would have been a lot more fun if Randy had been a minute ahead of me instead of a minute behind. There were checks back to back in that section and I carried that extra point through both checks and I think I'm going to come up two points shy of overall. It's almost like whoever gets the little breaks is the one that gets the nod. Anyway, it was close.

Team Green's Jeff Fredette, riding a KDX200, dropped 34 points to equal Russell's effort but lost the tie breaker and settled for fifth overall.

"I was just a couple of points off the pace and that's not too bad," said Fredette. "There are a lot of fast guys out there. The trails were good and they were slick. There were some pastures but mostly it was woods and ravines. Maybe a little more road than I like but the club made up for it when they threw us in the woods.

Yamaha's Mike Toole carded a 37, three tallys behind Fredette for sixth overall. "I dropped 10 in the ninth check and that hurt me," said Toole.

"I broke a rear brake lever about a half mile into the first woods," said former Champion Kevin Hines, "And I rode the whole section without a brake and in the process something happened to my front brake. The pistons weren't returning or something and I was riding with the brake on. I went 5.10 in those first two checks. I dropped 38 and finished seventh overall. I was on the new 1990 model and I have to work with it a little more."

"It was not a banner day," said Team Suzuki's Dave Bertrum. "I

After winning in Texas, Kurt Hough finished third in Iowa.

dropped 43 and finished eighth overall. That long section was my downfall. I caught a rock and it shot me off an eight-foot bank down into a ditch. It took me a half a minute or so just to get from under the bike and a couple of minutes to get out of that ditch. It was straight up all around me. I finally just had to throw the bike up the bank. I got the grips full of mud and all that good stuff but I didn't break anything except my rhythm. It was a good event. The run was very technical and the club did a good job laying out the sections. Luck is always a factor riding enduros, but I believe you more or less make your own luck. It would be very difficult to win today on luck."

Jeremy Garber, from Goshen, Indiana, rode through 12 checks dropping 48 points along the way and won Hi-Point A honors. Garber said, "There were a couple of tight sections but it wasn't too bad. I crashed once. The tires slipped in the mud and I got sideways and hit a tree."

Steve Narel, aboard a YZ250, won the 250cc A class with a score of 68. Narel said, "The run was pretty slippery, but it was a real enduro not one of those enduros where three or four points wins overall.

Yamaha's Grant Palenski was second in the 250cc A class followed by another Yamaha rider Tim Anderson.

Harvey Whipple, on a KDX200, turned in a score of 52 and decimated the 200cc A class, while brother Ron Whipple on a big-bore Kawasaki won the Open A class. •

Results

O/A: 1. Randy Hawkins (Suz) 32.
HI-PT A: 1. Jeremy Garber (Hon) 48.
HI-PT B: 1. Leich Letellier (KTM) 60.
AA: 1. Terry Cunningham (Kaw) 32; 2. Kurt Hough (Kaw) 33; 3. Jeff Russell (Yam) 34; 4. Jeff Fredette (Kaw) 34; 5. Mike Toole (Yam) 37; 6. Kevin Hines (KTM) 38; 7. Dave Bertram (Suz) 43; 8. Allen Gravitt (KTM) 43; 9. Joey Hopkin (Kaw) 45; 10. Matt Stavish (Hon) 51.
200 A: 1. Harvey Whipple (Kaw); 2. Larry Schultz (Hon); 3. Mike Henrick (Kaw); 4. Robert Brown (Kaw); 5. Burt Atha (Kaw).
250 A: 1. Steve Narel (Yam); 2. Grant Palenski (Yam); 3. Tim Anderson (Yam); 4. Tom Eller (Suz); 5. Dennis Messward (Yam).
OPEN A: 1. Ron Whipple (Kaw); 2. Richard Null (KTM); 3. Lonie Ross (KTM); 4. Vic Kray (KTM); 5. Randy Burkey (KTM).
4-STRK: 1. Jerry Holasek (KTM); 2. Doug Nicholas (KTM); 3. Tom Dillon (Hon).
SR A: 1. Gary Doer (Kaw); 2. John Kudreka (ATK); 3. Roger King (KTM); 4. Harry Workhorst.
S/SR: 1. Farrell Lord (Kaw); 2. Jim Letellier (KTM); 3. Ray Hockenberry (Kaw).
200 B: 1. Ray Manlotery (Kaw); 2. Brad Sewart (KTM); 3. Dean Windle (KTM); 4. Kevin Hanann (KTM); 5. Walter Luedtke (Kaw).
250 B: 1. Mike Farnum (KTM); 2. Kyle Anderson (KTM); 3. Tim Hadley (Suz); 4. Tim Schultz (Suz); 5. Bruce Friest (KTM).
OPEN B: 1. Paul Kelley (Yam); 2. Lee Jobe (KTM); 3. Dave Campbell (ATK); 4. Gary Spierlock (KTM); 5. Dave Evans (KTM).
SR B: 1. Ernie Mellor (KTM); 2. Sheldon Otto (Kaw); 3. Don Berton (Hon); 4. Quinten Davis (Kaw); 5. Warren Campbell (ATK).
WMN: 1. Jerry Murphy (Kaw).
TR: 1. Ron Grundy (Kaw); 2. Jim Logsolon (Hus); 3. Scott Grosshoff (Kaw); 4. Fred DuBois (Hon); 5. Bill Hanson (Hus).

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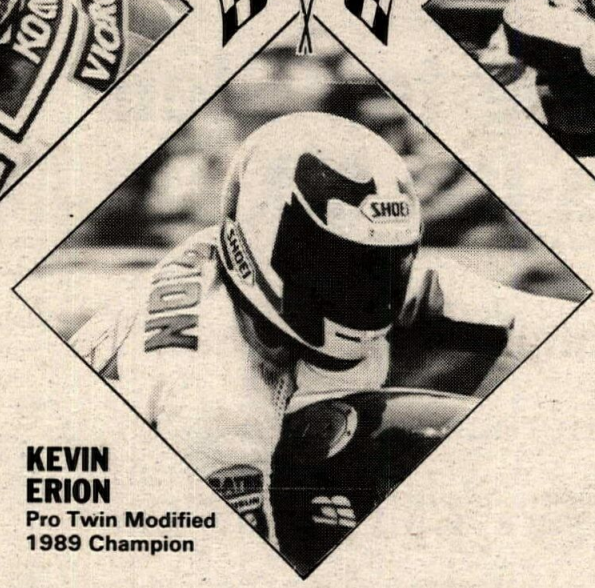

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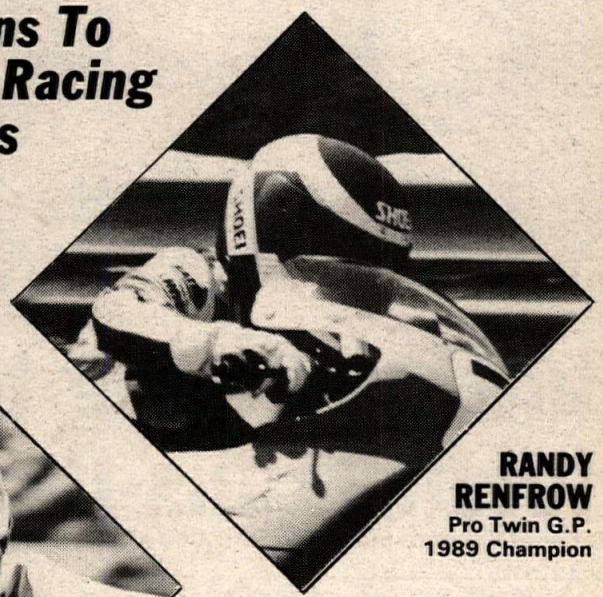

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ANOTHER WINNING WEEKEND FOR METZELER RIDERS

RANDY HAWKINS Team Suzuki
1988 Enduro Champion
1989 Enduro Champion

RANDY HAWKINS has already sewn up the AMA National Enduro Championship for the second year in a row. Winning the tenth round Enduro at Winterset, IA on September 10 was the final stitch for this METZELER/Team Suzuki Rider.

DAN SMITH
Team KTM

METZELER Rider DAN SMITH brings home a point leading victory for Team KTM from the AMA National Championship Hare & Hound Series in Maybelle, CO, September 10.

Congratulations and continued success to Randy and Dan.

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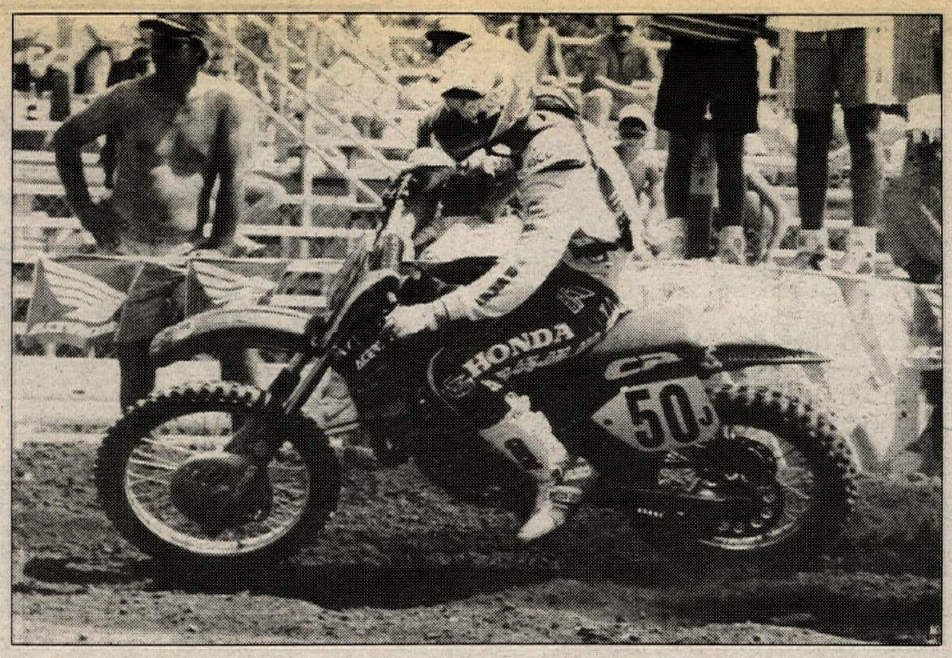
Scott Brown (66) led Steve Lamson (2N) early in both 500cc Pro motos, but Lamson ended up on top with a perfect 1-1 combination.



Honda-mounted Jimmy Button (50J) captured the overall win in the 125cc Pro class with 1-1 moto finishes; Kyle Lewis finished second.

Button, Young top Glen Helen Trans-Cal MX

By Donn Maeda

SAN BERNARDINO, CA, SEPT. 10

Nearly 100 professional motocross racers from the state of California and from as far as Fort Dodge, Iowa, showed up for round two of the Dodge Truck/CMC Trans-Cal Series held at Don Browne's Glen Helen OHV Park in San Bernardino. However, it was Honda's Jimmy Button, Cagiva's Mike Young and Yamaha's Steve Lamson coming out on top in the 125, 250 and 500cc Pro classes, respectively.

In the same way that he dominated the Intermediate division at last year's Trans-Cal Series, Button picked up where he left off and roosted away to the 125cc Pro class win. Button was seemingly uncontested, and with relative ease danced his Honda to both moto victories. Young had to work a bit harder for his winning 2-1 moto finishes, as he suffered a poor start in moto one and had to weave his way up through the pack. Lamson was clearly the cream of the crop in the 500cc Pro class, as he powered his 360-converted Yamaha YZ250 to two commanding moto wins.

Randy Moody grabbed the early lead in the first 125cc moto, but close behind were Kyle Lewis, Button and Mike Pascarella. Within two laps, Button had forced his way into the lead and began to pull away. Meanwhile, Lewis lost control in a rough whoop section and parted company with his Yamaha, dropping from second to 10th place. Pascarella was happy to take the runner-up position, and mounted a charge to catch the leader. Although he failed to catch Button, Pascarella opened up a comfortable lead over Young who had worked into third place. After crashing earlier on, Lewis set a blistering pace and weaved through the pack and onto Young's rear fender. Lewis found an opening on lap six, and blasted past Young in his uphill whoop section. Button took the checkered flag well ahead of Pascarella, Lewis and Young.

Brian Calhoun grabbed the holeshot in moto two, but Button outbraked the SCR pilot in the first turn and took over the lead. Once in front, Button put on his disappearing act and hid from the rest of the field. Greg Tirheimer held second place early in the moto, but was bumped back to third by Lewis, as the duo dropped off of Animal's Leap. Next to push Tirheimer back was a hard charging A.J. Whiting, who had overcome a seventh-place start. Once past Tirheimer, Whiting set his sights on Lewis and was breathing down his jersey by lap six. Whiting found his way past Lewis on the inside of a tight left-hander. Button cruised to the moto win ahead of Whiting, Lewis and Young. Button was uncontested for the overall, while Lewis' 3-3 bested Whiting's 5-2 for the runner-up position.

Calhoun holeshot the first 250cc moto but got sideways in the muddy first turn, allowing Dean Matson to slide past. Pascarella worked past Calhoun on the first lap and set out to catch Matson, who had opened up a small lead. On lap four, Pascarella pulled alongside Matson as they approached Animal's Leap, and soared into the lead as the pair dropped to the track below. Once in front, Pascarella proceeded to pull away to a commanding lead. Meanwhile, Young was working up from a 12th-place start and began pressuring Sven Stilmock for third. Young motored into third on lap four and set after Matson. Matson fell victim to Young's charge on lap six, when the Cagiva rider navigated the back whoops a bit faster. Pascarella took an easy win, followed by Young, Matson and Craig Davis.

After his remarkable charge in the first moto, a determined Young grabbed the holeshot in moto two and opened up an immediate lead that he would hold to the finish. Matson held a strong second ahead of Tim Telford and Pascarella. Pascarella tried to gain positions, but was suffering from a painful foot injury sustained in the closing 125cc moto. The pain proved to be too great, and Pascarella was forced to pull off the track on lap four. This left a charging Gary Butcher in fourth, just behind Telford. Butcher bounced past Telford and into third as they exited the uphill whoops section. Butcher then began to reel in Matson, but ran out of time and had to settle for third. Young's 2-1 captured the overall, Matson was second with his 3-2 and Butcher's hard-earned 5-3 gave him third.

Scott Brown blasted to the front in the opening 500cc moto, but close behind were Allen Berluti, Lamson and Sean Conley. Lamson worked his way past Berluti on the first lap and set after Brown. As Lamson looked for a way around Brown, Jeff Pestana worked his way into third and waited for a mistake from either rider. At one point Pestana took second from Lamson, but the Yamaha rider quickly retaliated with a pass in the whoops. Lamson then dove to the inside of a right-hander, taking the lead on lap three. Brown and Pestana tried to steal the lead, but couldn't keep the pace that Lamson set. Brown lost control of his big Kawasaki on lap seven and went down, handing second to Pestana. Pestana enjoyed the runner-up position for only half a lap, as Rex Staten motored by a few turns later. Lamson crossed the finish line well ahead of Staten, Pestana and Greg Zitterkopf.

Brown claimed his second holeshot of the day in moto two ahead of Lamson, Zitterkopf and Pestana. Right out of the gate, Staten had tangled with another rider and went down. Staten remounted in dead last, and rode like a man possessed in order to regain positions. Meanwhile, Lamson stalked Brown, looking for a way around. Lamson dove to the inside of the finish turn on lap two, stuffing Brown out of his line. Once in front, Lamson pulled away as he did in the first moto, while Brown and Zitterkopf argued over second. Zitterkopf prevailed, as Brown lost control again and went down hard. Pestana was able to avoid the downed rider and took over third, just ahead of Staten. Staten had set an incredible pace, and carried his momentum past Pestana and into third. Lamson took another easy win and the overall ahead of Zitterkopf, Staten and Pestana. Staten's hard riding paid off, as his 2-3 topped Zitterkopr's 4-2 for second overall.

Kenny Millsaps took the holeshot in the first Vet Intermediate moto, but right behind were Don Pastell, Kelly Myers and Dave Simmons. As Millsaps extended his lead, Honda-mounted John Slingerland worked through the pack after a poor start. Slingerland cut through the field, and had moved into second by lap five ahead of Pastell and Myers. Millsaps went down in the finish turn, handing the lead and an easy win to Slingerland. Slingerland was followed across the line by Myers, Pastell and Simmons.

Pastell stoled the holeshot in moto two, but right on his rear knobs were Myers, Simmons and Michael Gibson. First moto winner Slingerland was stuck back in sixth, but was onto fourth place by lap two. As the pack rounded the track to begin lap three, Pastell washed out in the finish turn and dropped to fourth. Myers inherited the lead but right behind was Slingerland, who was on the move. On lap seven, Slingerland railed the outside of the far turn and shot past Myers. Slingerland then cruised to the moto and overall win; Myers and Simmons were second and third overall.

Joe Bruce powered through the first turn ahead of the rest of the 125cc Intermediates in moto one, and proceeded to lead wire to wire. Jason Johnson, Brian Roth and Scott McElroy argued over the runner-up position throughout the moto, but it was Roth coming out on top. Bruce took an easy win over Roth, Johnson and McElroy.

Steve Kotajarvi was the early race leader in moto two, but at the halfway point succumbed to the charges of Kawasaki-mounted Roth. As Roth began to pull away, Bruce and Johnson tried to find a way around Kotajarvi. Both riders eventually got by but ran out of time before they could make up any time on Roth. Roth took the moto win ahead of Bruce, Johnson and Dale Rayzor. Roth's 2-1 topped Bruce's 1-2, while Johnson was third with a consistent 3-3.

The first Up The Hill Intermediate moto saw Steve Piatoni lead Scott Lee, Randy Blair and Shawn Davis through the first turn. Lee stuffed Piatoni on the second turn and took the lead for good. Blair was next to get by Piatoni, making a pass in the uphill whoop section. Piatoni stuck to Blair's rear fender, making repeated attempts to repass. Time ran out, however, and Blair held second to the checkered flag.

Blair took the early lead in the second moto, but Piatoni forced his way past on lap three. Lee then began to pressure Blair and passed the Yamaha rider in the whoop section. Lee tried to catch the leader, but realized that he would still have the overall win and cruised for the rest

of the moto. Piatoni took the moto win, followed by Lee, Davis and Tom Berry. Lee took the overall via a 1-2 moto tally over Piatoni's 3-1 and Davis' 4-3.

Junior 250cc action saw Phil Butler blast his Yamaha out of the gate in moto one to lead Eric Casas, Eric DuCray and Danny Pacheco down the first straight. While Butler began to open up a lead, Pacheco looked for a way around DuCray. Pacheco flew past the Honda rider when he out distanced DuCray in the front set of jumps. Once into third Pacheco hounded Casas for second place, waiting for an opening or mistake. Neither came, and Pacheco had to settle for third behind Butler and Casas.

Casas stole the holeshot in the second moto, but close behind were Butler, John Neary and DuCray. Butler wasted no time, and took the lead within the first few turns. Meanwhile, Pacheco worked his way up from a poor start and began to challenge the front-runners. Pacheco flat tracked around the outside of a fast left-hander and swooped past DuCray and Neary in one fluid motion. Once into third Pacheco closed on Casas, but ran out of time once again. Butler was first overall, Casas second and Pacheco third. •

Results

P/W: 1. Brandon Morgan (Yam); 2. Daniel Blair (Yam); 3. Brian Morgan (Yam); 4. Jason Larkin (Yam); 5. Tanya Faulkner (Yam).

60 0-8: 1. Reginald Mitchell (Kaw); 2. Monte Montague (Kaw); 3. Jesse Ketcham (Kaw); 4. Ito Posca (Kaw); 5. Jess Medley (Kaw).

60 9-11: 1. Jason Shirey (Kaw); 2. Paul Ito (Kaw); 3. Jimmy Varis (Kaw); 4. Butch Gabriel (Kaw); 5. Jerry Harvey (Kaw).

80 BEG: 1. Tommy Paul (Kaw); 2. Brian Cruz (Kaw); 3. Tim Campbell (Kaw); 4. Donovan Placencia (Yam); 5. Todd Koehse (Kaw).

80 JR: 1. Aaron Wenstrup (Suz); 2. Jeff Willoh (Kaw); 3. Jefff Tilton (Suz); 4. Ron Robinson (Suz); 5. Casey Hirkey (Kaw).

80 INT: 1. Mike Metzger (SCR); 2. Tim Staufenbeil (Hon); 3. Casey Johnson (Kaw); 4. Jason DePatto (Hon); 5. Rusty Holland (Kaw).

80 EX: 1. Danny Nelson (Kaw); 2. Jesse James (Suz); 3. Spud Walters (Kaw); 4.Jeff Ives (Suz); 5. Bryan Noe (Suz).

80 OPEN: 1. Jason Partridge (Kaw); 2. Travis Preston (Kaw); 3. Paul Ito (Kaw); 4. Jason Shirey (Yam); 5. Jerry Harvey (Kaw).

BIG WHL: 1. Brett Klinger (Kaw).

125 BEG: 1. Rudy Farias (Hon); 2. David Chase (Kaw); 3. Alan Kadlec (Hon); 4. Brian Ratliff (Kaw); 5. Justin Ianalfo (Yam).

125 JR D-1: 1. Travis Fleming (Hon); 2. Micheal Stanton (Hon); 3. Mark Klauser (Kaw); 4. Jeffrey Brownlee (Suz); 5. Brian Ross (Yam).

125 JR D-2: 1. Ryan Pauls (Hon); 2. Donald Upton (Hon); 3. Sam Hawley (Suz); 4. Chad Doggett (Kaw); 5. Tyler Hummel (Suz).

125 INT: 1. Brian Roth (Kaw); 2. Joe Bruce (Yam); 3. Jason Johnson (Kaw); 4. Pat Gomm (Hon); 5. Kurt Kuhn (Kaw).

125 PRO: 1. Jimmy Button (Hon); 2. Kyle Lewis (Yam); 3. A.J. Whiting (Hon); 4. Mike Young (Cag); 5. Mike Pascarella (SCR).

250 BEG: 1. Rick Davis (Suz); 2. Brent Holloway (Yam); 3. Bruce Legg (Suz); 4. Bill Stone (Yam); 5. Gregg Dungan (Hon).

250 JR D-1: 1. Phil Butler (Yam); 2. Eric Casas (Hon); 3. Danny Pacheco (Hon); 4. Eric DuCray (Hon); 5. John Neary (Suz).

250 JR D-2: 1. Brian Raleigh (Kaw); 2. Mike Little (Suz); 3. Mike Hodge (Yam); 4. Tyler Hummel (Yam); 5. Kevin Wise (Suz).

250 INT: 1. Brian Roth (Kaw); 2. Scott McElroy (Suz); 3. Darren Gallagher (Kaw); 4. Andy Grider (Kaw); 5. Steve Nelson (Kaw).

250 PRO: 1. Mike Young (Cag); 2. Dean Matson (Suz); 3. Gary Butcher (Hon); 4. Craig Davis (Yam); 5. Tim Telford (Suz).

500 BEG: 1. Tom Hunter (Hon); 2. Keith Brown (Kaw); 3. Scott Hoffman (Hon); 4. David Manriguez (Suz); 5. Alan Kadlec (Hon).

500 JR: 1. Mike Geim (Hon); 2. Tom Fry (Hon); 3. Steve Matlock (Yam); 4. Robert Austin (Hon); 5. Dave Kopels (Kaw).

500 INT: 1. Eddie Reed (Yam); 2. Robert Gustine (KTM); 3. Bob Johnson (Hon); 4. Scott Nickerson (Hon); 5. Phil Rose (Hon).

500 PRO: 1. Steve Lamson (Yam); 2. Rex Staten (Hon); 3. Greg Zitterkopf (ATK); 4. Jeff Pestana (Hon); 5. Jon Nelson (Yam).

UTH JR: 1. Frank Lowers (Hon); 2. Steve Matlock (Yam); 3. Steve Winger (Kaw); 4. Dave Matheson (Hon); 5. Jim Edmiston (Yam).

UTH INT: 1. Scott Lee (Hon); 2. Stev Piatoni (Suz); 3. Shawn Davis (Hon); 4. Randy Blair (Yam); 5. Tom Berry (Hon).

VET JR: 1. Brad Anderson (Kaw); 2. Vincent Gonzalez (Yam); 3. Danny Lower (Hon); 4. Steve Dombo (Suz); 5. Sam Ludear (Suz).

VET INT: 1. John Slingerland (Hon); 2. Kelly Myers (Hon); 3. Dave Simmons (Kaw); 4. Don Pastell (Hon); 5. Jack Roten (ATK).

VET MSTR: 1. Tim Marsh (Hon); 2. Duane Hughes (Hon); 3. Bob Bland (Hon).

VET PRO: 1. Rex Staten (Hon); 2. Allen Berluti (Hon); 3. John Greenway (Hon); 4. Vincent DeLuca (Hon); 5. Mike Newman (Yam).

OT JR: 1. Pat Graham (Hon); 2. Larry Kirsch (Hon); 3. Randy Birkelban (Yam); 4. Jim Butler (Suz); 5. Carl Ellert (Kaw).

OT INT: 1. Gary Doggett (Kaw).

OT MSTR: 1. Alan Kent (Hon); 2. Larry Baker (Hon).

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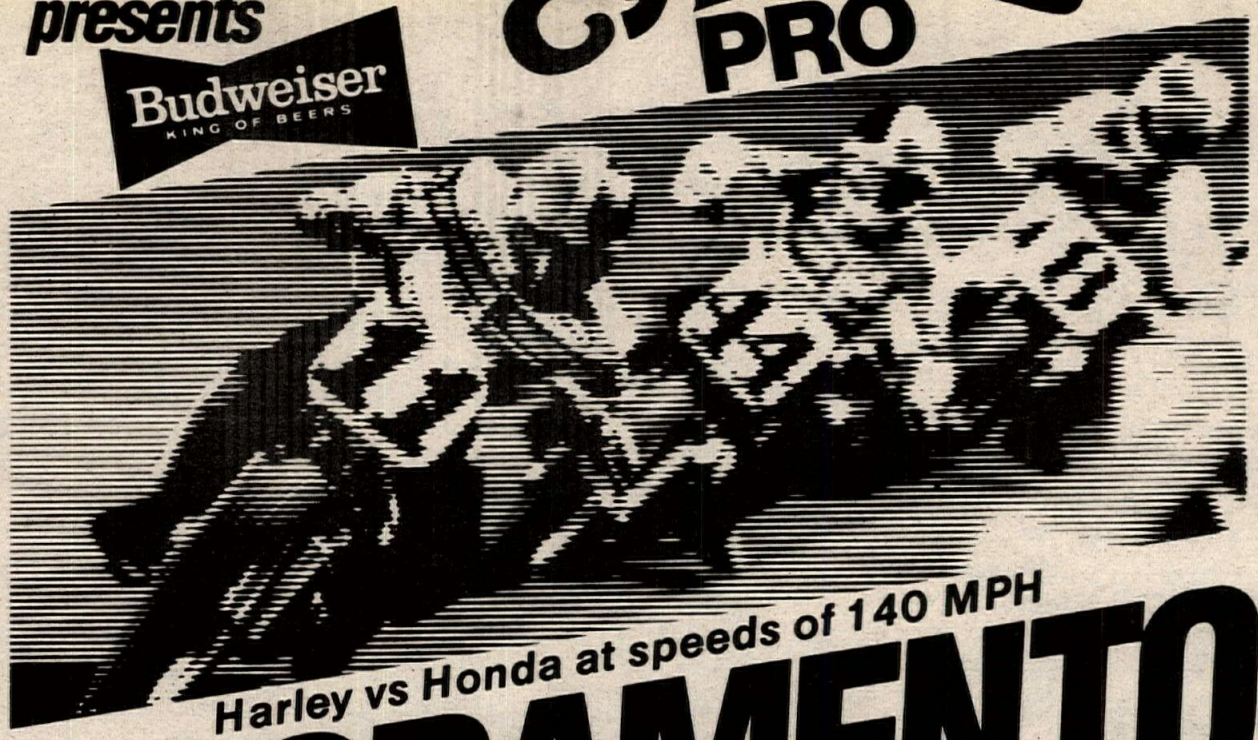

Harley vs Honda at speeds of 140 MPH

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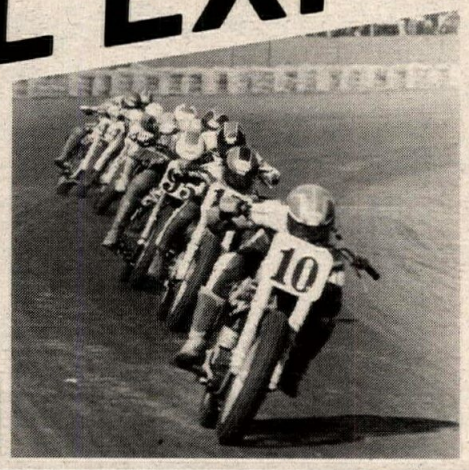

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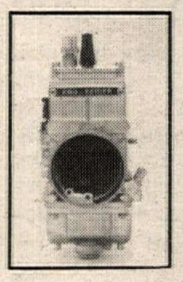

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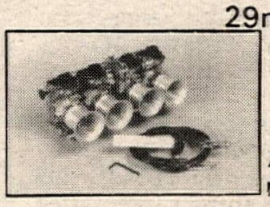

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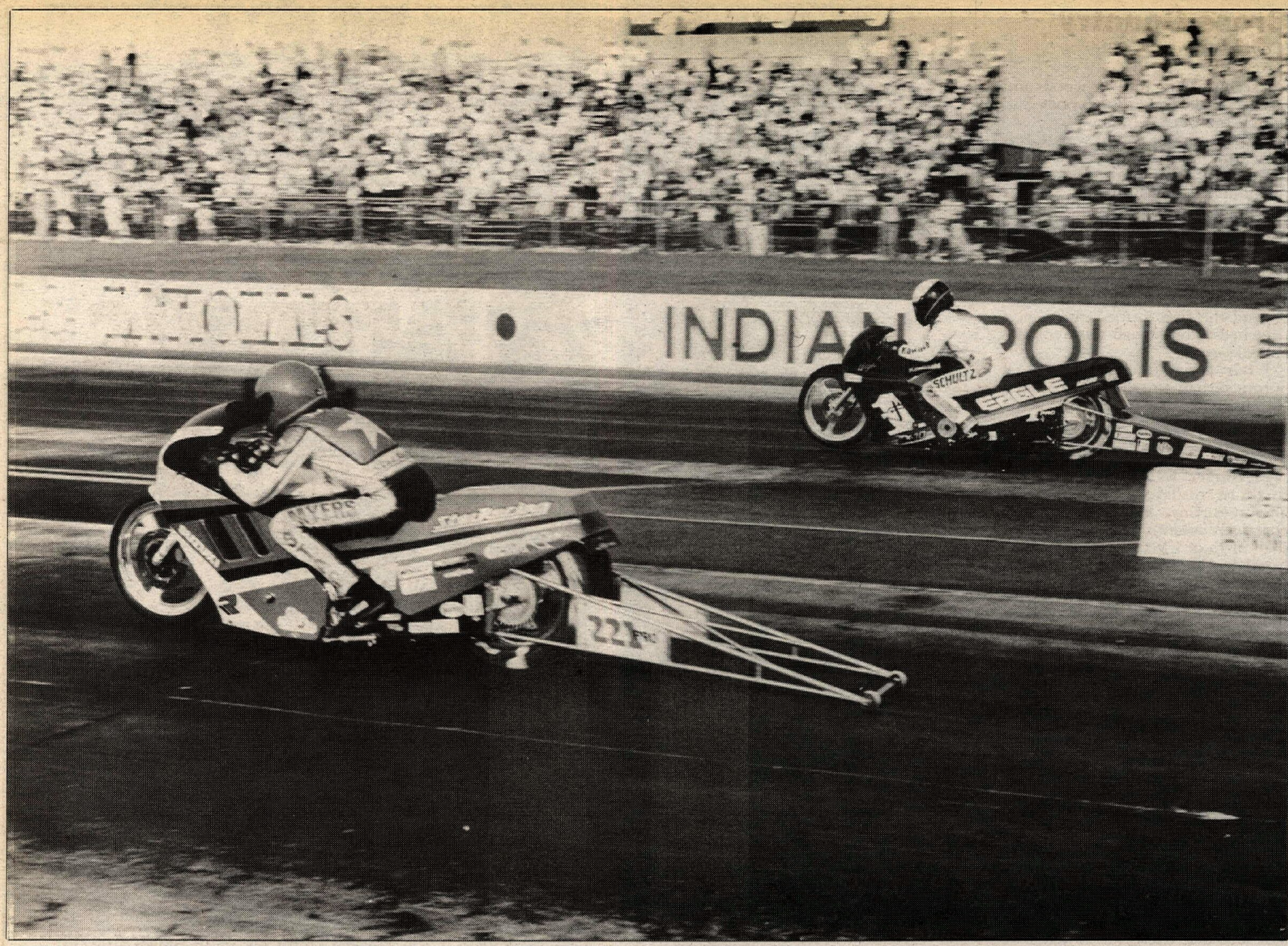

John Meyers (near lane) won this semifinal race over David Schultz, then overpowered John Mafaro to take the victory in the final.

NHRA Castrol GTX Championship Drag Race Series: Round 6

Unheralded Myers wins the big one

By Todd Veney

INDIANAPOLIS, IN, AUG. 31-SEPT. 4

The NHRA U.S. Nationals, as the most prestigious event of any season, usually is preceded by more hype than any other drag race. The '89 race yielded performances that lived up to pre-race speculation, but the record-breaking times everyone hoped for were not all run by the rider most trackside wags picked to win — John Mafaro, who has dominated the '89 Castrol GTX Drag Race Series so thoroughly that he clinched the season championship after just six of eight races.

Instead, previously unheralded John Myers, in his first year of Pro Stock racing, was the star of drag racing's biggest show. Before a one-day Indianapolis Raceway Park record crowd estimated at 45,000, Myers crushed Mafaro in the final with a phenomenal 7.74-second run, the fastest in history.

The run marked the fourth time in eliminations alone that the NHRA National record was eclipsed. It also served as a fitting conclusion to what had been without question the best race of the season.

Myers' and bike owner George Bryce's heroics are even more impressive when one considers that their revolutionary Star Racing Suzuki GSXR — the first ever seen in National-event competition — was still unfinished when qualifying began on Saturday.

Myers temporarily established a new IRP track mark with a 7.909 on his opening qualifying shot. "That was the first pass on the bike, period," Myers said immediately after the run. "We didn't have time to test it before we brought it here."

Myers sped to the pole position on the final starting grid with a 7.79, the first sub-7.8-second lap in Pro Stock history and the beginning of a seemingly endless string of all-time bests established at Indy. Mafaro was a heartbeat behind at 7.83, and Dave Schultz, who ruled Pro Stock racing in 1987 and '88, was third at 7.87.

From there, the 16-bike field stretched from Lance Boyer's fourth-best 7.97 to Earl Timmons' bubble-riding 8.20.

Timmons was the only rider among the bottom qualifiers to upset his quicker-qualified first-round opponent. Timmons, who also qualified on the bump at the '88 U.S. Nationals, ran an 8.16 to eliminate eighth-seeded Steve Drake's distant 9.02.

The top seven qualifiers, including Mafaro, Schultz and Myers, advanced through the first round with ease. Mafaro moved back to the front of the pack, where he has been all year, with a record breaking 7.78; Schultz methodically put away Andre Carter with a fine 7.82.

Myers also survived the round, but with a much less impressive 7.87. "The bike was accelerating so hard that my helmet kept slipping down over my eyes," he explained. "It forced me to be late on my gear changes, from second to third and third to fourth. I had to keep taking my hand away from the shift button (on the left-side of the handlebars) to move my helmet back up over my eyes."

After uneventful 7.80 and 7.92 second-run wins over Keith Gray and Mike Wettstein, respectively, Myers and Schultz squared off in a semi-final showdown for the record books.

Myers left the starting line just six-hundredths of a second after the green light flashed and dropped the NHRA National record to 7.77. Schultz, the two-time defending U.S. Nationals winner and Castrol Champion, lost with a personal-best 7.79 after an equally fine launch.

Mafaro assumed the remaining final-round berth by beating Vance & Hines rider Phil Tannery in the quarter-finals and number four qualifier Boyer in the semi-finals. "Pizza John's" 7.80 second-round time was punctuated by an all-time best 176.47-mph top-end charge.

Mafaro was then overpowered by Myers in the final, the way he has dominated the two-wheeled contingent all season. While Mafaro trailed at 7.87, Myers earned drag racing's most coveted prize with the landmark 7.74.

Mafaro's season-long dominance has already assured him the '89 Castrol Championship, but it's obvious now that he'll have someone other than just Schultz to contend with in '90. Those two and Myers will get a chance to test for next year at the final two events of this season, the inaugural Heartland Nationals in Topeka, Kansas, September 29-October 1; and the season-ending Winston Finals in Pomona, California, October 26-29. •

Cross Country

(Continued from page 14)

was second going into the woods and passed the leader in the woods and stretched it out."

He was one of the fortunate few riders that escaped a first turn pile-up, which took out many riders including Kevin Brown, who was making his debut ride on a KTM, and KTM's Mark Hyde. In the crash, Hyde's bike suffered a hole in the sidecase and was forced out of the race after a couple of laps.

Lojak said, "Summers and I came around the first lap together and I stretched it out to about a minute and 20 seconds."

What Lojak didn't know was Summers had to stop and repair a clutch cable that had come loose from the side cover and lost about five minutes in doing a bailing-wire job.

Plessinger was involved in the first-turn mishap and was dead last after restarting. He couldn't really effectively get into the race pace until the fourth or fifth lap. At that time, Lojak had about a minute and eight-second lead and then gassed it up until he had approximately two minutes on the next rider.

Plessinger continued his drive on the very bumpy course to close the two-minute gap on Lojak until he caught him in a wooded section. The Kawasaki rider and Lojak swapped positions before heading into the motocross section of the course.

"I let him around me and then we came to a turn and I went wide and squared it off and he went on the outside," said Lojak, "and when I passed him, we touched handlebars. At the next turn, he rammed straight into me. I came out of the turn and ran into him and he kicked at me. Pretty soon he and I were getting into it. Then we stopped in the woods and talked it over and thought we were foolish for doing it."

Plessinger said, "He (Lojak) thought I cut him off, but I was holding my line and he plowed into me."

He also said that it wasn't worth fighting about and they just shrugged it off.

Turning in a very consistent race was Conner, who said, "Everything went well. It was a fun race and was run well. The front pile-up messed me up a little bit, though."

Connor was also one of the race leaders when Lojak and Plessinger got slowed in a bottleneck.

"By luck Scott and Ed got caught and I got around them and was able to lead for a while," said Conner. "I led for about a half a lap before Ed got around me. I was able to hold off Scott until the last lap, but he got around me with a real good drive."

McSwain was also exhausted after his race, saying, "I'm just not in shape. I also had problems with the front suspension being too soft and I really did try to catch up, but I got tired. In one section, I had to push it up a hill due to a bottleneck of slower riders."

Shepard said after the race, "I had a good start, but I also got caught in the bottleneck for a while, and that cost me about five minutes in trying to get through. I had to push it, but it's the best I could do." •

Results

O/A: 1. Ed Lojak (Yam); 2. Scott Plessinger (Kaw); 3. Duane Conner (Yam); 4. Steve McSwain (Hon); 5. Tim Shephard (Yam); 6. Stan Lojak (Yam); 7. Gary Roach (Kaw); 8. Scott Summers (Hon); 9. Craig Jones (Yam); 10. Donald Bigley (Yam); 11. Mark Pahanish (Kaw); 12. Jeff Lauth (Kaw); 13. Harvey Whitaker (Hon); 14. Michael Burk (Suz); 15. Paul Michaels (ATK); 16. David Dudash (Hon); 17. David Molnar (KTM); 18. Jim Kalleker (Hus); 19. Jeff Austin (Hon); 20. Raymond Niebel (Kaw).

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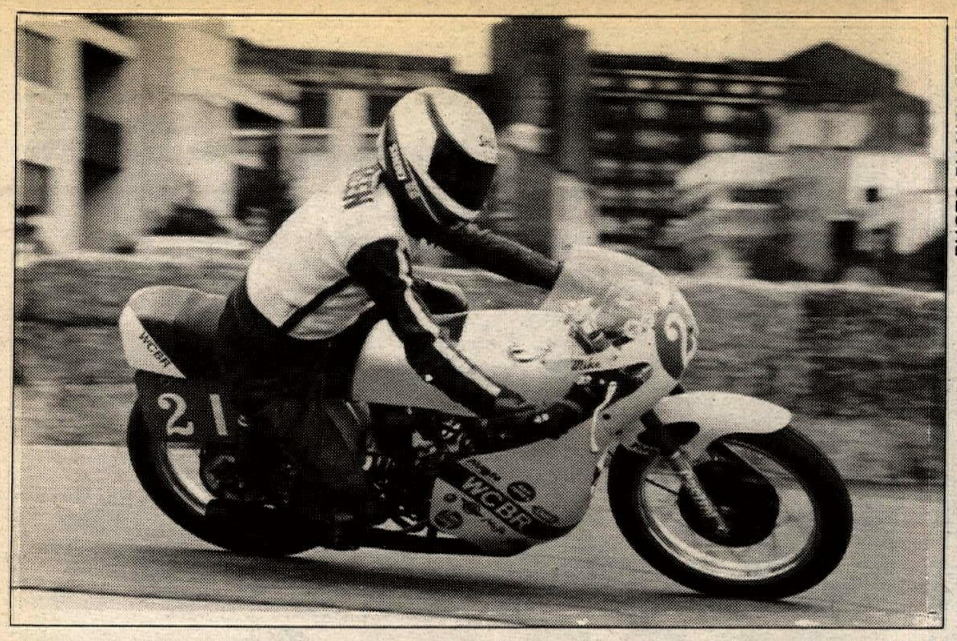

PHOTO BY NICK CEDAR

Californian Mike Green won three races and finished second twice at the annual race through the streets of Steamboat Springs, Colorado.

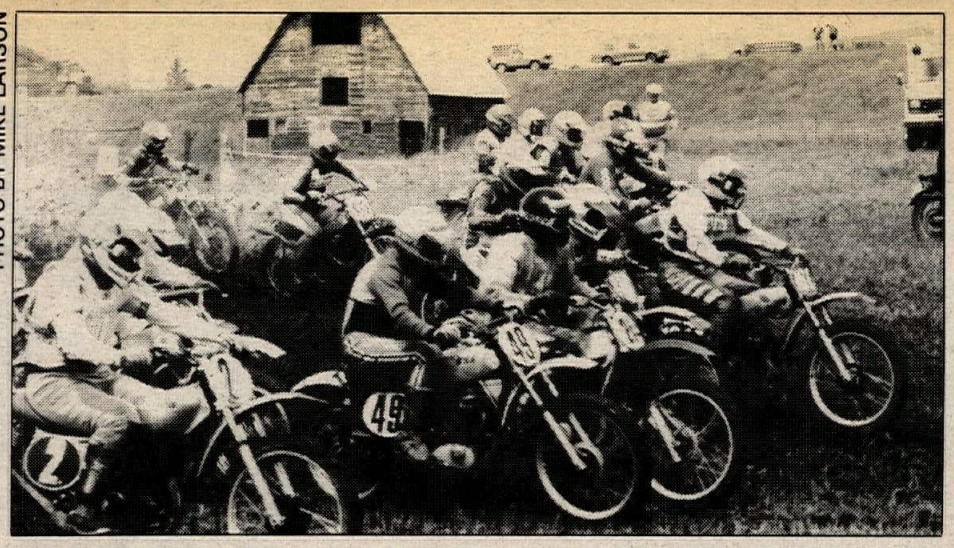

PHOTO BY MIKE LARSON

Bruce Haase (101) leads Craig Raygor (21) and Dan Phillips (49) at the start of the Vet Amateur class of the Steamboat Springs Vintage MX.

AHRMA Historic Cup Road Race Series: Final Round

Green draws a full house at Steamboat Springs Vintage RR

By Matt Benson

STEAMBOAT SPRINGS, CO, SEPT. 9

Racing through the streets of Steamboat Springs, Colorado, Ducati-mounted Michael Green scored three first-place finishes and a pair of seconds in the season-ending American Historic Racing Motorcycle Association (AHRMA) vintage road races.

The wins for the Dublin, California, competitor came in the 200 and 350cc Grand Prix, and 500cc Sportsman classes. Green finished second behind Dave Walden in 250cc Grand Prix and behind Dave Roper in Premier 500cc. Other class winners included the BMW of Ozzie Auer in Pre-1940, Yamaha-mounted Michael Eiland in 750cc Sportsman, Charles Sexton and his 1965 Bultaco in Two-Stroke Grand Prix, Beno Rodi on a Royal Enfield in Class C, and Roper aboard a BSA triple in 750cc Grand Prix.

There were more than 120 entries at Steamboat Springs, making this event the second-best-attended in the AHRMA Historic Cup Series National Championship.

Green and Roper provided fans with some of the closest racing seen at an AHRMA event. In 350cc GP action on the 2.2-mile street course, the New Yorker led the Californian by the slimmest of margins until the last lap, when the West Coast British Racing rider slipped past the Team Obsolete rider for the win. However, Roper made sure he kept his AJS 7R well ahead of Green's Ducati Sebring in the Premier 500 event. In that race, Roper's toughest competition came from Craig McLean, who dropped out on the white-flag lap while challenging Roper for the lead.

Californian Dave Walden also took home an armload of trophies. He earned his win in 250cc GP by passing Green at the halfway point and holding off the determined Ducati pilot to the checkers. Walden then followed Green in for second in 500cc Sportsman action, took third in 750cc GP and third again in Premier 500.

Green's 200cc GP win moved him ahead of previous points leader Sven Bley, who did not compete at Steamboat Springs, and to a class championship. Roper and Rodi each retained their 1988 titles in the Premier 500 and Pre-1940 classes, respectively.

The other 1989 AHRMA National Champions include Pat Moroney, 750cc GP; Stan Keyes, 750cc Sportsman; Ed Abdo, 500cc Sportsman; Roper, 350cc GP; Tom Keister, 250cc GP; Kevin Roberson, Two-Stroke GP; and Rodi, Class C.

Results

200 GP: 1. Michael Green (Duc); 2. Byron Blend (Hon); 3. Paul Higgins (Hon); 4. Yoshi Kosaka (Hon).

PRE 1940: 1. Ozzie Auer (BMW); 2. Butch Baer (Ind); 3. Steve Coe (H-D); 4. George Wilson (Ind); 5. Beno Rodi (Nor).

750 SPTSMN: 1. Michael Eiland (Yam); 2. Chris Allen (Lav); 3. C. Skinner; 4. Stan Keyes (Nor); 5. Peter Watson (BMW).

250 GP: 1. Dave Walden; 2. Michael Green (Duc); 3. Tom Keister (Duc); 4. Charles Sexton (Bul); 5. John Richardson (Duc).

350 GP: 1. Michael Green (Duc); 2. Dave Roper (AJS); 3. Craig McLean (H-D); 4. Bill Anderson (H-D): 5. Tom Keister (Duc).

CL C: 1. Beno Rodi (RE); 2. Ozzie Auer (BMW); 3. Mike Smith (Tri); 4. Fred Mork (Nor); 5. George Wilson.

2-STRK GP: 1. Charles Sexton (Bul); 2. John Turner (H-D); 3. Kevin Roberson (Yam); 4. John Haberbosch; 5. Larry Vancil (Bri).

500 SPTSMN: 1. Michael Green (Duc); 2. Dave Walden; 3. John Sawazhki (BSA); 4. Ed Abdo (BSA); 5. Dan Phillips (BSA).

750 SPTSMN: 1. Dave Roper (BSA); 2. Thomas Marquardt (Hon); 3. Dave Walden (Duc); 4. Chris Allen (Lav); 5. Stan Keyes (Nor).

PREM 500: 1. Dave Roper (AJS); 2. Michael Green (Duc); 3. Dave Walden; 4. John Sawazhki (BSA); 5. Dan Phillips (BSA).

AHRMA HISTORIC CUP FINAL POINT STANDINGS

750 GP: 1. Pat Moroney (4500); 2. Thomas Marquardt (3805); 3. Stan Keyes (3740); 4. Pat Conroy (3465); 5. Kurt Liebmann (2770).

750 SPTSMN: 1. Stan Keyes (4535); 2. Peter Watson (4470); 3. Michael Eiland (4370); 4. Keith Martin (3135); 5. Scott Serritella (2753).

PREM 500: 1. Dave Roper (6670); 2. Kurt Liebmann (2800); 3. Pete Johnson (2670); 4. Craig McLean (2265); 5. Jon Stauffer (2195).

500 SPTSMN: 1. Ed Abdo (3935); 3. Chris Helland (3370); 4. Michael Green (3000); 4. Jon Stauffer (2840); 5. David Paller (1835).

350 GP: 1. Dave Roper (6835); 2. Tom Keister (3870); 3. Joe Lachniet (3040); 4. Don Fromm (3035); 5. Craig McLean (2700).

250 GP: 1. Tom Keister (5700); 2. Mark Morell (3370); 3. Michael Green (2835); 4. Robert Shudick (1835); 5. Kenneth Baker (1800).

200 GP: 1. Michael Green (2835); 2. Sven Bley (2700); 3. Doc Batsleer (2035); 4. Chris Jensen (1370); 5. (TIE) John Long/Carl Bachmann/Mike Ragan/Ivo Sleazak (1000).

2-STRK GP: 1. Kevin Roberson (4865); 2. Charles Sexton (2500); 3. John Turner (2135); 4. (TIE) Todd Henning/Dave Bishop (2000).

CL C: 1. Beno Rodi (5400); 2. Al Knapp (3340); 3. Mike Smith (3208); 4. Dick Miles (3070); 5. Mark Samuelson (2670).

PRE 1940: 1. Beno Rodi (6770); 2. Steve Coe (4400); 3. Al Knapp (3935); 4. Butch Baer (3540); 5. Ozzie Auer (2835).

AHRMA Historic Cup MX Series: Round 4

Smith, Ford fly at Steamboat Springs Vintage MX

By Matt Hilgenberg

STEAMBOAT SPRINGS, CO, SEPT. 8

Honda rider John Smith put in a pair of impressive rides on his way to wins in the 125 and 250cc Expert classes at the 6th Annual Steamboat Springs Vintage Motocross, hosted by the Timberline Trailriders. In the Open Twins event, Amateur-class entrant John Ford threw away his prescription eyeglasses on the muddy opening lap, and forged his way to the front to take the overall win aboard a 650cc Cheney Triumph.

This event has a history of severe dust, but it wasn't to be this year, as race day morning brought 50-degree temperatures, high winds, rain and lightning; quite a contrast to the mid-80-degree weather experienced there the previous month. Under such conditions, American Historic Racing Motorcycle Association (AHRMA) officials decided to shorten the program to only one moto per class. Midway through the program, the track began to take shape; then, with only four motos to go, racing was put on hold as another storm passed through the area with vigor. A tricky uphill section was removed from the long, grassy course, and the final motos ran under extremely sloppy conditions. All things considered, the Timberline Trailriders did a great job of getting the races run, and the ceramic mugs given as trophies were beautiful.

John Smith was mounted on a pair of Honda Elsinores as he devastated the competition in each of his motos. In the 125cc Experts, it was an all-Honda affair, with David Stewart and Larry Freeman crossing the line behind Smith. The 250cc class saw Yamaha YZ250 pilot Rick Doughty, Stewart (Ossa) and Husqvarna-mounted Chip Howell chasing Smith to the finish.

John Ford's ride was impressive in the combined Open Twins Sportsman and Premier Open Twins event, the last race of the day. Expert Butch Cochran led at the start, with Ford in third. Near the end of the long first lap, Ford maneuvered his big 40-incher into the lead, and sped on to victory, pulling away from Cochran, who is an avid mud-hater. Cochran held on to finish second overall, and first Open Twin Expert. Gerald Rogers (AJS) topped the Premier (pre-unit construction) Open Twin Amateurs.

Cochran put in a good ride of his own aboard a Bultaco 360 Pursang in the Vet Experts. After a midpack start, the Californian sliced through traffic to take the lead at the start of lap two. From there, it was all Cochran, with Peter Ford (BSA B50) in hot pursuit. Gary Jump brought his Husky home in third.

The 125cc Novice race saw Joe Anderson lead wire-to-wire on a Mugen Honda over Rod Kirkbride, Roger Dowden and the Yamaha of John Figas.

Kirkbride then came back in the Vet Novices on his little 125, and screamed to third overall in the 12-rider field after getting a last-place start. That race was topped by Bill Knight, with Richard Repp finishing as runner-up.

One of the day's few double winners was Doyle Cook, who beat out Larry Larson (Bultaco), Erich Esswein and 125cc winner Anderson in the 250cc Novices, then traded his Rickman for a BSA to win the Old Timer Novices over Honda pilot Bill Moore.

The Premier 500cc race was running just as the final wave of rain hit. In this combined field, Amateur Fred Mork led the way on an ESO single; not far behind was Expert victor John Sawazhki, on a really-stock BSA Gold Star. But it was the Amateur contingent who put on the show midpack, with John Huegel (Indian) finishing second in class ahead of a brace of Ariels ridden by Ron Clawson and Jim Willis; Matchless rider Peter Perez was fifth.

Results

125 NOV: 1. Joe Anderson (Mug); 2. Rod Kirkbride (Hon); 3. Roger Dowden (Ric); 4. John Figas (Yam); 5. Robert Whitaker (Hon).

125 AM: 1. Bill Ripley (Bul); 2. John Anderson (Yam); 3. John Hselm (Sac); 4. Jamie Jenny (Pen); 5. Norman Jacobs (Hon).

125 EX: 1. John Smith (Hon); 2. David Stewart (Hon); 3. Larry Freeman (Hon); 4. Rick Doughty (Hon); 5. Tony Cilassher (Hon).

250 NOV: 1. Doyle Cook (Ric); 2. Larry Larson (Bul); 3. Erich Esswein (Hus); 4. Joe Anderson (Ossa); 5. John McCoy (Hus).

250 AM: 1. David Leahy (Pen); 2. Bruce Haase (Hon); 3. Cliff McPherson (Hon); 4. Brad Waterland (Hon); 5. George Villanyi (Yam).

250 EX: 1. John Smith (Hon); 2. Rick Doughty (Yam); 3. David Stewart (Ossa); 4. Chip Howell (Hus); 5. Robert Wethern (Hus).

500 NOV: 1. John McCoy (Hus); 2. Steve Rapp (Hus); 3. Dale Klingensmith (BSA); 4. Gary Leiker (Suz); 5. Larry Nelson (BSA).

500 AM: 1. Bill Newkirk (CZ); 2. James Rianda (Hus); 3. David Leahy (Yam); 4. Wes Hjelm (Pen); 5. Craig Raygor (Mai).

500 EX: 1. Gary Jump (Hus); 2. Tom Mitas (CZ); 3. Chip Howell (Hus); 4. Ron Dinapoli (Suz); 5. Rick Doughty (CZ).

OPEN TW NOV: 1. Bill Knight (Nor).

OPEN TW AM: 1. John Ford (Tri); 2. Dave Walden (Tri).

OPEN TW EX: 1. Butch Cochran (Tri); 2. Beno Rodi (Nor).

WOMEN NOV: 1. Julie Anderson (Hon); 2. Ginger Machado (Bul); 3. Jeanne Wilson (Yam); 4. Debra Willis (Hon).

VET NOV: 1. Bill Knight (Hon); 2. Richard Repp (Hus); 3. Rod Kirkbride (Hon); 4. Dale Klingensmith (Hon); 5. Larry Larson.

VET AM: 1. Bruce Haase (Hon); 2. Marty Lukaszewski (CZ); 3. Rick Fisher (BSA); 4. Bill Newkirk (CZ); 5. Craig Raygor (Mai).

VET EX: 1. Butch Cochran (Bul); 2. Peter Ford (BSA); 3. Gary Jump (Hus); 4. Chip Howell (Hus); 5. Tom Mitas (CZ).

OT NOV: 1. Doyle Cook (BSA); 2. Bill Moore (Hon); 3. A. Nesshoefer (Bul); 4. Larry Nelson (BSA); 5. Bill Rianda (CZ).

OT AM: 1. Jeff Hammond (BSA); 2. Cliff McPherson (Hon); 3. Mark McDonald (Mai); 4. Ernie Stair (BSA); 5. Carl Donelson (BSA).

OT EX: 1. Jim Oler (Mon); 2. Jim McClinton (CCM); 3. Richard Martin (Pen); 4. Rod Brasel (BSA); 5. Jean Ramsay.

PREM L/W NOV: 1. Bill Anderson (H-D); 2. Van Walbridge (Tri).

PREM L/W AM: 1. Jerry Sibley (CZ).

PREM L/W EX: 1. Matt Hilgenberg (Tri); 2. John Sawazhki (CZ).

PREM 500 NOV: 1. Charles Regruto (Vel); 2. Craig Van Cleve (AJS).

PREM 500 AM: 1. Fred Mork (ESO); 2. John Huegel (Ind); 3. Ron Clawson (Ari); 4. Jim Willis (Ari); 5. Peter Perez (Mat).

PREM 500 EX: 1. John Sawazhki (BSA); 2. Johnny Isaacs (Tri).

PREM OPEN TW NOV: 1. Mike Smith (Nor).

PREM OPEN TW AM: 1. Gerald Rogers (AJS); 2. Terry Pratt (BSA).

PREM OPEN TW EX: 1. Beno Rodi (Nor).

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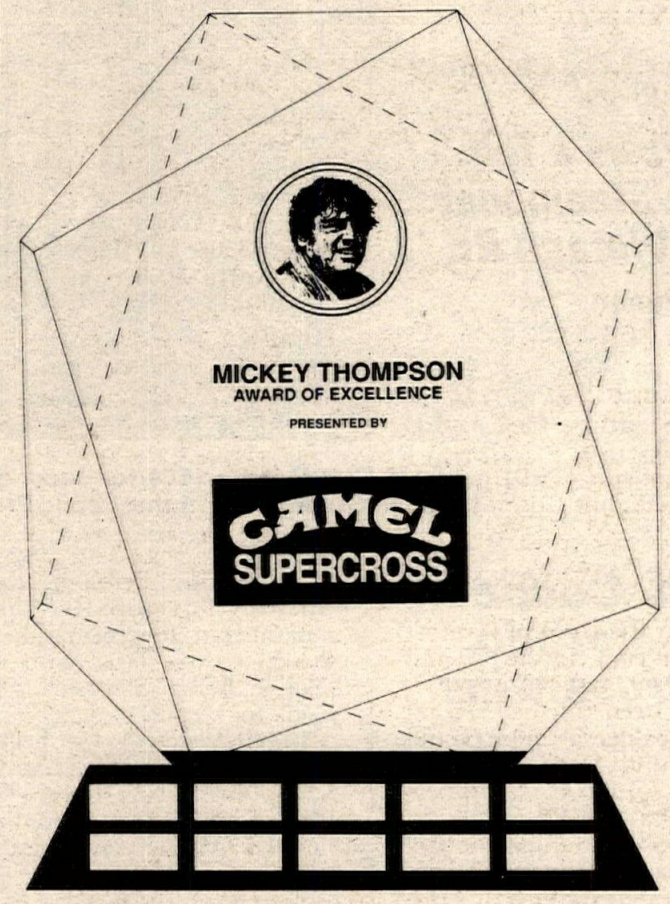

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One vote per person. You must be 21 years of age or older to enter. Please use this official voting form. The rider you choose must have competed in the 1989 250cc Camel Supercross Series. Send entries to:

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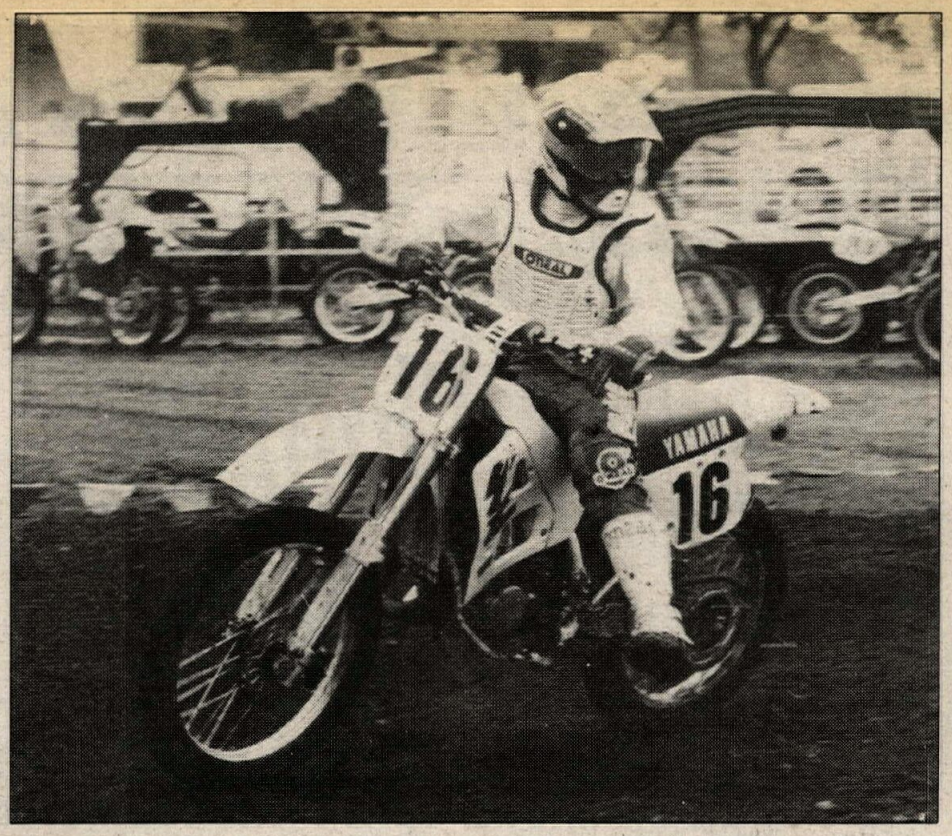
CAMEL SUPERCROSS SERIES

Denny Stephenson (360) held off Guy Cooper (10) for second in the 250cc Pro class, but Cooper topped Stephenson in the 125cc Pro class.



Yamaha's Doug Dubach came from third to win the 250cc Pro class. He wasn't so fortunate in the 125cc Pro class as he took a third.

Dubach, Cooper claim Colorado Supercross wins

By Mike Larson

GREELEY, CO, SEPT. 9

Factory riders Doug Dubach and Guy Cooper took home victories in the 250 and 125cc Pro classes, respectively, at the Colorado Supercross Championships. In fact, the visiting factory riders, including Kawasaki's Denny Stephenson, claimed the top three spots in both the 125 and 250cc Pro classes.

Team Honda rider Cooper grabbed the holeshot in the 125cc Pro main and never looked back, motoring to the win ahead of Stephenson and Dubach. In the 250cc Pro main, Stephenson jetted out to the early lead ahead of Colorado favorite Stacey Cook and Cooper. When Cook went down on lap two, Dubach passed both the fallen Cook and Cooper to move into second, then snuck by Stephenson on lap eight and went on to claim the win. Stephenson held off Cooper for second.

In addition to the two big Pro classes, a full slate of Amateur riders slugged it out for their shot at the State Championship titles. Heavy rains the day before the event threatened to turn the track into a mud bog, but a lot of hard work by the E&M Enterprises' crew had the track in good shape by race time.

The race, sponsored by Nissan and Bolle, is the 5th Annual Brian Cason Memorial, in memory of one of the state's top mini riders who died of leukemia in 1984. The event drew more than 420 riders.

At the start of the 10-lap 125cc Pro main, Cooper nailed the holeshot and led the 24-rider pack around turn one, followed closely by Cook, Stephenson, Dubach and Tim Buchli. The top five riders all remained in close formation through the first three laps, with the only change being Stephenson passing Cook for second.

Lap four saw Cooper begin to put some distance on Stephenson, who had pulled away slightly from the Cook-Dubach battle for third. The next two laps saw no change in the top four spots.

As the leaders moved into lapped traffic on lap seven, Cooper managed to work his way through the slower riders a little quicker than Stephenson and put a little cushion between himself and the Kawasaki rider. Cook and Dubach were still running nose-to-tail in an intense battle for thrid, Dubach looked for an opening, but Cook slammed the door on him every time.

Cooper held a small lead on Stephenson at the beginning of the final lap, but Stephenson picked up the pace a notch and zeroed in on Cooper. Stephenson kept close tabs on Cooper, but came up a couple of bike lengths short, as Cooper sailed over the finish line jump first. Dubach made a last-ditch effort to get by Cook and it paid off as he jammed by the Fay Meyers Honda-backed rider to claim third.

"I got a real good start," said Cooper. "And everything was working good. The track wasn't that slick and the bike was running great, I just stayed in front and had fun. This is always a super fun race and all the Colorado people make it great, I'd like to come back again next year."

Stephenson got the jump on the 250cc field coming out of the gate and powered around turn one ahead of the pack. Cook followed closely in second with Cooper, Dubach, Corey Cope, Buchli and Kip Sandell in hot pursuit.

Stephenson was pouring it on, getting some breathing room on lap two when Cook went down in a fast right-hand sweeper, almost taking Cooper and Dubach with him. When Cooper clipped the fallen Cook, he also nearly went down, while Dubach just squeezed through and took over second. Cooper saved it and held onto third.

By lap four Stephenson was holding a small lead over Yamaha-mounted Dubach, who had Cooper right on his rear wheel. The top three had a safe margin on Cope, Sandell and Cook who were battling over fourth. Things soon tightened, however.

On lap eight, Dubach, who along with Cooper had gained considerably, made his move and zipped by Stephenson to grab the lead, but Stephenson and Cooper were still glued to Dubach's rear fender through the whole lap.

Lapped traffic let Dubach pull away from Stephenson and Cooper by a few bike lengths on lap nine, but as the leaders came to the line for the white flag, Cooper and Stephenson tangled and Cooper fell. This was all the advantage that Dubach needed as he pulled away from Stephenson to claim the win. Cooper was up quickly and was able to hold on to the third place spot. Cook came back from his early race crash to fight off Sandell and Cope for fourth.

"Things were real tight," said Dubach. "I was able to get into second and then I capitalized on a mistake by Stephenson and got the lead, then I just enjoyed myself."

In the second 500cc Expert class moto Keith Campbell shadowed first moto winner Brad Bolton during the first part of the race, then muscled his Yamaha YZ490 into the lead and stayed there to claim the win. Bolton maintained a close second for second overall. Robert Hanrahan, Dennis Hurlbut and Jim Eckert filled out the rest of the top five overall.

The Mini Expert class featured a start-to-finish romp by Kawasaki pilot Shawn Morgan. Morgan grabbed the lead at the start of the main event and never looked back, consistently sailing his KX80 over the 60-foot quad jump that some of the 125 and 250cc Experts weren't even clearing. Alex Neir and Micah Moyes turned in good rides to claim second and third, respectively.

Mike Thieman went home with the first place trophy in the 125cc Novice class ahead of Troy Smith, Don Zaswicki and Mike Walsh. Curtis Elworthy piloted his mini through the mud in the afternoon races to grab the gold in the Pee Wee Amateur class, followed by Ryan Clark and Nate Lesback.

Results

50: 1. Scott Burris; 2. Tyler Gentry; 3. Dale Sherritt; 4. Russell Tillman; 5. K.C. Opfer.

P/W NOV: 1. Nicholas Ralston; 2. Travis Riley; 3. Joshua Chavez; 4. Shane Magrum; 5. Greg Nelson.

P/W AM: 1. Curtis Elsworthy; 2. Ryan Clark; 3. Nate Lesback; 4. Wade Corliss; 5. Christopher Chew.

MINI NOV: 1. Jason Riley; 2. Eric Johnson; 3. Brandon Bidwell; 4. Denton Shaffer; 5. Gregory Wertz.

MINI AM: 1. Bren Kerrigan; 2. Todd Robertson; 3. Jason Gartner; 4. Shawn Corliss; 5. Aaron Lesback.

MINI EX: 1. Shawn Morgan; 2. Alex Neir; 3. Micah Moyes; 4. Brad Steinmiller; 5. Bear Lynch.

125 NOV: 1. Mike Tieman; 2. Troy Smith; 3. Don Zawicki; 4. Mike Walsh; 5. Matt Sharpee.

125 AM: 1. Alex Neir; 2. Bob Stanby; 3. Jason Locker; 4. Evan Hughes; 5. Randy Stahla.

250 NOV: 1. Gary Ficken; 2. Steve Werning; 3. Brett Schlock; 4. Robert Hale; 5. George Koutsoubos.

250 AM: 1. Evan Hughes; 2. Pat Keane; 3. Peter Lewis; 4. Chuck Pitner; 5. Kelby Pepper.

OPEN NOV: 1. Brent Kraemer; 2. Casey Tarpley; 3. John Forrest; 4. Kevin Boshart; 5. Mik Lundquist.

OPEN AM: 1. Dale Schocke; 2. Ed Miller; 3. Thomas Wertz; 4. Aaron Franson; 5. Brian Thomsen.

OPEN EX: 1. Keith Campell (Yam); 2. Brad Bolton (Hon); 3. Robert Hanrahan (Kaw); 4. Dennis Hurlbut; 5. Jim Eckert.

VET NOV: 1. James Wild; 2. John Davis; 3. Paul Trujillo; 4. Dave Slatzen; 5. Joe Snavely.

VET AM: 1. Mike Sagel; 2. Mark Corbett; 3. Russ Coleman; 4. Thomas Wertz; 5. Boyd Lennberg.

VET EX: 1. Jim Eckert; 2. Ed Miller; 3. Arlo Englund; 4. Jeff Bargell; 5. Rusty Latimer.

SR NOV: 1. Phil Stahle; 2. John Malsam; 3. Geoffrey Ralston; 4. Wayland Britt.

SR EX: 1. Edgar Perriton; 2. Bill Vickery; 3. David Wollaston; 4. Melvin Kiel.

S/SR: 1. Jim Long; 2. David Snell; 3. Paul Phelps; 4. Tom Hamm.

WMN: 1. Becky Cesario; 2. Pam Nelson; 3. Mollie Bourke.

125 PRO: 1. Guy Cooper (Hon); 2. Denny Stephenson (Kaw); 3. Doug Dubach (Yam); 4. Stacey Cook (Hon); 5. Tim Buchli (Yam).

250 PRO: 1. Doug Dubach (Yam); 2. Denny Stephenson (Kaw); 3. Guy Cooper (Hon); 4. Stacey Cook (Hon); 5. Kip Sandell (Kaw).

AHRMA Historic Cup Trials Series: Round 3

Bog Wheelers in Paradise

By Steve Martin

STEAMBOAT SPRINGS, CO, SEPT. 7

The American Historic Racing Motorcycle Association (AHRMA) held a Vintage Trials National on Thursday preceding Friday's Vintage MX and

(Continued to page 51)

FIM Coup d'Endurance: Final Round

Vieira and Honda in command at Bol d'Or

By Kel Edge

LE CASTELLAT, FRANCE, SEPT. 9-10

Alex Vieira, on the factory Honda RVF750, totally dominated the 53rd Bol d'Or and became the 1989 FIM Coup d'Endurance Champion. Together with teammates Joan-Michel Mattioli and Roger Burnett, Vieira commpleted 610 laps of the Paul Ricard circuit before the track was invaded by the vast crowd, 20 minutes from the end. In the runner-up spot was the second factory Honda of American Fred Merkel, with teammates Stephane Mertens and Mario Duhamel, just one lap behind. Third place went to '88 World Endurance Champions Herve Moineau, Thierry Crine and Adrien Morrillas, a further two laps adrift.

Vieira showed his consistently superb form by qualifying fastest in practice ahead of Merkel, who was taking part in his first 24-hour race. Merkel learned of his Bol d'Or ride just four days previously when Canadian Miguel Duhamel was declared unfit to ride because of an injury he sustained in practice for the Suzuka Eight-Hour.

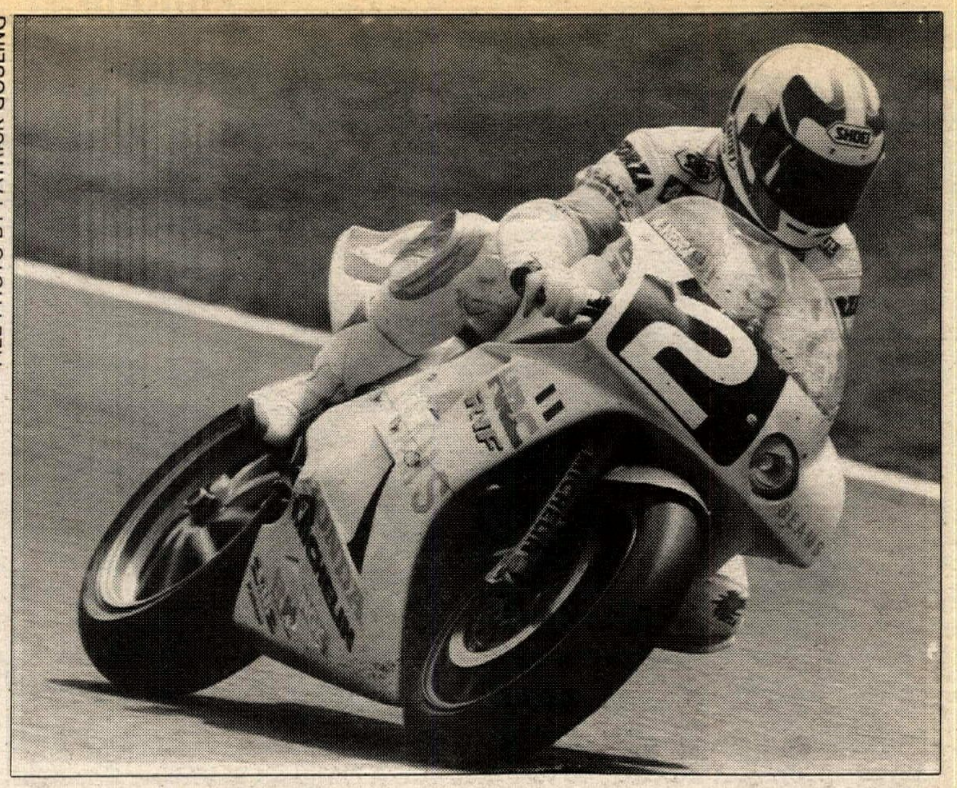
At 3:00 pm. Saturday the lights turned green and 71 riders sprinted across the track to their machines. Merkel got the holeshot followed by Vieira, Moineau and Patrick Igoa. At the end of the first lap, Merkel led, but Moineau, Vieira and Igoa were right in his wheel tracks. The crowd lining the Mistral Straight gave a huge roar when they saw Frenchman Moineau's Suzuki ease past Vieira and Merkel, but within one lap Vieira decided to take control and shot into the lead.

As the race progressed, the works Honda of Vieira, Mattioli and Burnett slowly started to increase its lead and was able to control the race from the front. Once Vieira got the RVF in front after the fifth lap they were never headed despite two minor problems. First they had to replace a holed exhaust and then a hose that had been rubbing against the fairing. Coincidentally, the second factory Honda suffered exactly the same problems!

The Suzuki France team had an early loss when their number-two bike was crashed by Laveille in his very first session. Although the bike could have probably been pushed in, Laveille's hand was too badly damaged, so Ernst Gschwender did not even get a ride. This left Moineau, Crine and Morillas to battle it out with the Kawasaki France team of Igoa, with teammates Christophe Bouheben and Steve Bolle for the third spot. The Kawasaki did actually get ahead of the Suzuki, but crashed out of contention when Bouheben came off at the 120 mph right-hander at the end of the Mistral Straight.

The That's Racing team of Matt Oxley, Steve Chambers and Morrison finished sixth at the end of the race, but found themselves upped to fifth when the National-Motos Honda was disqualified for receiving outside assistance. The British Honda team had been holding a superb seventh position, but Oxley crashed on the right-hander before the start of the Mistral Straight, and they dropped down to 33rd, before fighting their way up again.

Vieira's win on the unbeatable RVF Honda not only makes him the 1989 Endurance Champion, but he also did it in magnificent style by winning *all* of this year's races. Burnett becomes vice-champion, with Mattioli third. At the start of the year it looked like Suzuki and Kawasaki would provide formidable opposition, but when the racing began in earnest, the combination of Alex Vieira and the factory Honda RVF750 proved to be an unstoppable force. •



FILE PHOTO BY PATRICK GOSLING

Alex Vieira of France became the FIM Coup d'Endurance Champion by winning all of this year's endurance races on the factory Honda RVF750.

Results

BOL D'OR: 1. Vieira/Mattioli/Burnett (Hon); 2. Merkel/DuHamel/Mertens (Hon); 3. Moineau/Crine/Morillas (Suz); 4. Meier/Schlaefli/Hafner (Hon); 5. Oxley/Chambers/Morrison (Hon); 6. Deletraz/Chaffard/Meynet (Hon); 7. De Doncker/Brigvet/Kellenberger (Yam); 8. Guittet/Gouilloux/Pelletant (Hon); 9. Railton/Thompson/Rose (Kaw); 10. Sobeau/Hampe/Tiberio (Kaw); 11. Bravo/Coq/Govin (Hon); 12. Toland/Crevier/Royer (Hon); 13. Verkenne/Berger/Bragard (Hon); 14. Valderhaug/Toming/Moe (Hon); 15. Simeon/Ch.Artigues/Roullet (Suz).

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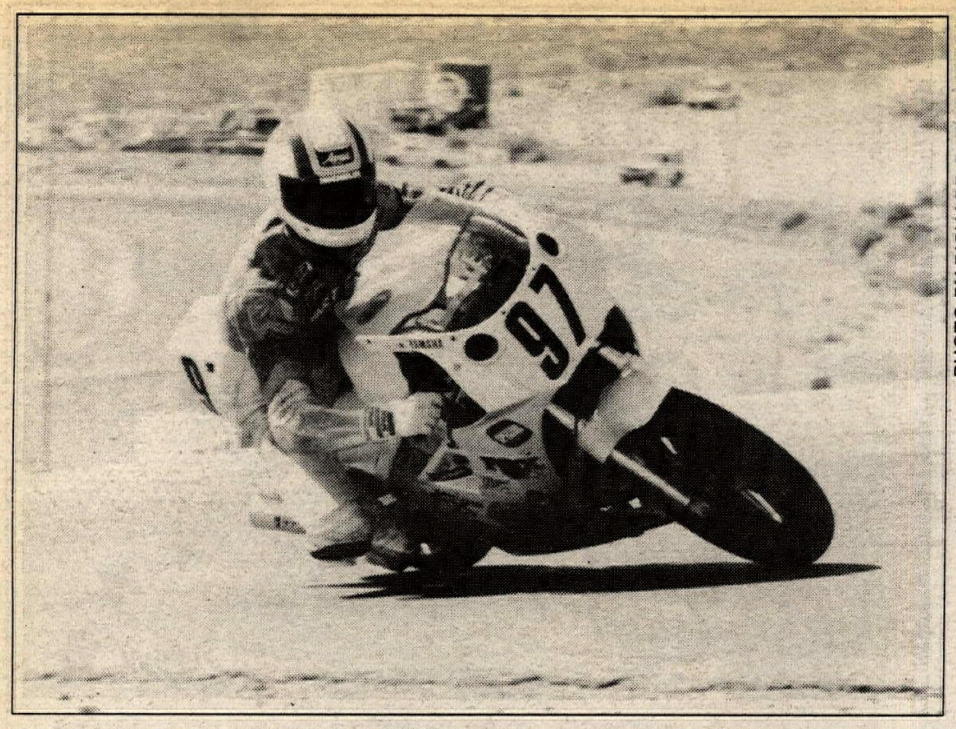

PHOTO BY RICHARD D. THOMPSON

Southern Californian Barry Burke combined local track knowledge with a potent Yamaha FZR1000 to win the F-USA National at Willow Springs.

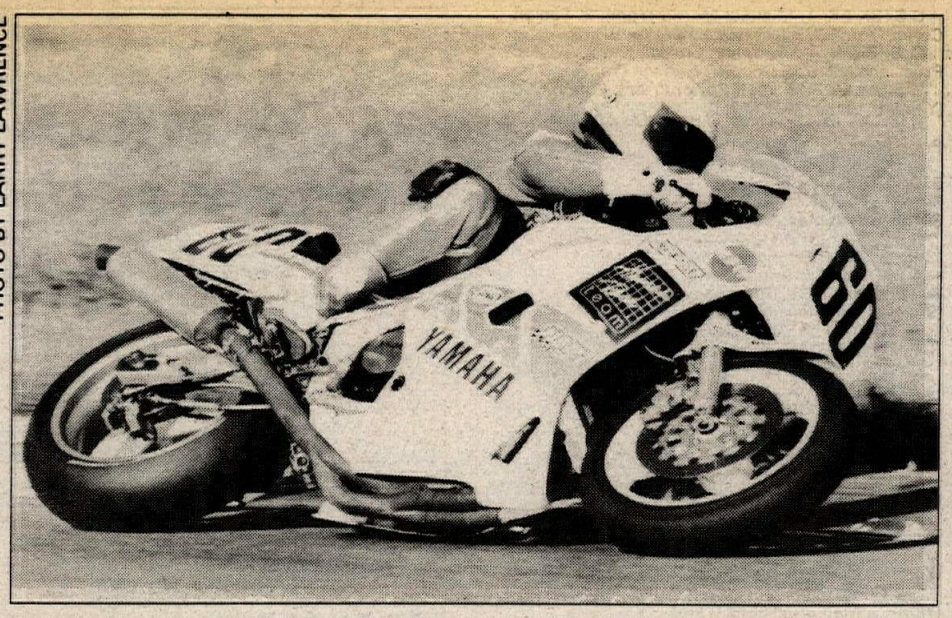

PHOTO BY LARRY LAWRENCE

Kurt Hall rode the 1988 WERA Endurance Championship-winning Human Race Team Yamaha FZR1000 to the Memphis F-USA win.

WERA Toyota/Dunlop F-USA Road Race Series: Round 6

Burke shows his hand at Willow Springs

By Brian Catterson

ROSAMOND, CA, SEPT. 10

Barry Burke used local track knowledge and a potent Jim Leonard/Steve Johnson-prepared Yamaha FZR1000 to defeat Team Suzuki's Paul Bray and the Human Race Team's Kurt Hall in round six of the WERA Toyota/Dunlop Formula USA Series, and the second of the season to be held at Willow Springs International Raceway.

The Agoura Hills, California, resident shadowed Hall and Bray at the start before rocketing into the lead by the second of 12 laps to claim an 8.5-second margin of victory, and his first Formula USA National win.

The F-USA feature was held not long after the completion of the grueling 24-hour endurance race, thus there were a number of riders who scratched. Among them was Richard Moore, who defeated the big-bore Suzuki of Chuck Graves to win a regional race here earlier this season on his Yamaha TZ250, and looked to be a possible underdog spoiler. But Moore complained that the track was too slick from the endurance race to take advantage of any cornering advantage his machine possessed. Likewise Phil Kress, who planned to campaign his Team Motor Sport Yamaha FZR750 Superbike, but withdrew after practice when he found he couldn't run with the 1000cc-plus Superbikes of Burke, Bray, Hall, et al.

Hall swooped around the outside of turn one to take the lead at the start, but his Dave Zupan-built Yamaha wasn't quite right and he was quickly passed by Bray on the 1100cc Suzuki.

"This was the first time the bike wasn't running up to par, it was missing at high rpm," Hall said later.

Burke began in fourth place, but blew by first Graves, then Hall to take second. Burke then followed Bray until crossing the start/finish line to begin lap three, when he slipstreamed past to take the lead permanently.

Graves passed Hall on the front straight and Bray in turn eight, and began applying pressure on Burke, but Burke's machine was a flyer, and he was never in any real danger. Graves' race took a turn for the worse on lap 10 when it began to slow; one lap later, it expired in a huge cloud of smoke.

"It's so disappointing; I feel like I just want to go home and cry," Graves said in self-pity.

That Graves started the race at all was a feat in itself, as one week before he was involved in an horrendous automobile accident which saw his truck, trailer and two race bikes destroyed. Graves showed up for open practice on Friday with stitches in his head and a hastily-prepared, cobby-looking Suzuki GSXR, but with the help of Greg Lundy, Steve Carpenter and Harold "Job Racing" Gross, the machine was resplendent in Fifth Avenue Seltzer colors by Sunday morning.

Mike Harth had held fifth place at the start, but his Suzuki gave up on lap four and he coasted downhill across the dirt infield from turn five to the pits. Cal Rayborn chased Harth at the start on his Suzuki, and looked to be the fastest rider on the track as he attempted to catch the leaders. However, they were too far gone, and Rayborn would have to settle for fourth place at the stripe.

Behind Rayborn came Don Canet, whose GSXR1100 narrowly defeated that of Chuck Magnusson in a feverish battle to the finish line.

Burke couldn't believe his pit board the last time he read it: "When I saw the 'Plus 8' on the last lap I thought 'Uh, uh, no way.' I hoped those guys (his pit crew) were right because I backed way off on the last lap," he said. Burke is sponsored by Yamaha Motor Corp., Kerker, 'Z' Leathers, Spectro, Arai, HTS Racing Fiberglass, Fox, ICRT Michelin, Barnett, Dyno-Jet, RK Chain and Dr. John's Frame Shop.

Bray was hurting from a Saturday endurance race crash, but didn't think it affected his performance. "I'm just a little sore. The biggest thing was his (Hall's) bike wasn't running — mine was running real good." Bray is helped by Team Hammer, Suzuki, Valvoline, Arai, Fox, Sunoco, Tsubaki and Dunlop.

Current F-USA National points leader Hall wasn't too upset about his third-place finish, as he maintained his points lead. "I can relate to what Jamie James was doing this season, riding conservatively to take the championship," said Hall, who's sponsored by the Human Race Team, Michelin, Fox, Arai and Megacycle Cams.

Results

12-LAP F-USA: 1. Barry Burke (Yam); 2. Paul Bray (Suz); 3. Kurt Hall (Yam); 4. Calvin Rayborn III (Suz); 5. Don Canet (Suz); 6. Chuck Magnusson (Suz); 7. David Camazius (Yam); 8. Don Pinkus (Yam); 9. Joe Shelton (Yam).
RACE TIME: 17 mins., 56 sec.
AVERAGE SPEED: 100.839 mph
WERA TOYOTA/DUNLOP F-USA SERIES POINT STANDINGS: 1. Kurt Hall (324); 2. Paul Bray (246); 3. Chuck Graves (166); 4. Mike Smith (164); 5. Don Canet (148); 6. Barry Burke (112); 7. Britt Turkington (80); 8. Marty Miller (72); 9. Robert Wright (62); 10. Brian Brinkman (52).

WERA Toyota/Dunlop F-USA Road Race Series: Round 5

Hall powers to Memphis win

By Larry Lawrence

MEMPHIS, TN, SEPT. 3

Kurt Hall used the awesome power of his Human Race Team/Michelin/Megacycle/Arai/Klotz/Fox-sponsored Yamaha FZR1000 to hold off a hard-charging Paul Bray on a Suzuki GSXR1100 Superbike to take the Formula USA win, his third straight, at Memphis Motorsport Park. Bray's Team Hammer teammate Mike Smith finished a distant third on the Team Suzuki Endurance machine.

Hall averaged 93.07 mph on the fast 1.8-mile Memphis Motorsport Park road course. Top series contender, southern Californian Chuck Graves missed the Memphis round after being involved in a car crash on his way to the race.

During the off-season, Dave Zupan had worked his mechanical magic on Hall's F-USA ride, the 1988 FZR1000 on which HRT won last year's endurance championship. The success of the Zupan/Hall F-USA collaboration is quite impressive, especially considering that many in road racing circles thought of the '88 model FZR1000 as a white elephant (the '89 model suffers no such reputation). But with Hall at the controls, and Zupan doing the wrenching, the bike is probably the winningest machine in WERA competition. (Andy Fenwick recently broke the Blackhawk Farms Raceway lap record on the bike.)

Bray turned to tuner Phil Scott to build him a machine that would compete with Hall's big Yamaha, and Scott put together a Suzuki GSXR1100 Superbike for Bray. Memphis would be a good test for the new bike's horsepower. The long front straight would give them immediate proof if the GSXR could run with the HRT FZR.

At the start it was Hall getting a good launch and leading the field into turn one. Surprisingly it wasn't Bray who followed Hall in second, but rather Mike Smith riding a Team Suzuki Endurance GSXR1100. Smith had a reason for going all out at the beginning of the race: "I knew those guys had horsepower on me, the only chance I had was to ride aggressively right from the start."

The next lap Bray did get around his endurance teammate to take over second. Bray's new machine did prove to be a match for Hall's at top speed, as the two began pulling away from the rest of the field. Hall still had a slight advantage in coming out of the turns. The Yamaha proved to have just a bit more torque, and would squirt out of the turns quicker than the Suzuki.

Smith was falling further behind the leaders but was secure in third. Texan Britt Turkington was locked in a tough battle with Andy Fenwick for fourth.

Hall gradually extended his lead to two and a half seconds. On the last couple of laps, Bray pulled out all the stops in an attempt to catch the leader. He almost pulled it off when Hall was slowed by some lapped traffic on the last go-around. In the end, the margin of victory for Hall was a scant .78 of a second. Smith cruised to an easy third. By the halfway point in the race, Fenwick had moved his Human Race Yamaha past Turkington's Team Suzuki Endurance GSXR1100 and held fourth to the finish.

Suzuki and Yamaha contingency monies were up for grabs at Memphis. Hall and Turkington were the big winners, each netting $1000 in contingencies.

Turkington's big win came in the C Superstock race against Mike Smith. Turkington, who is a reserve rider for Team Suzuki, went out to prove he could ride with Suzuki regular Smith. The duo swapped the lead back and forth many times before Turkington pulled out an ever-so-slight advantage in the final laps. The win netted Turkington $500 from Suzuki.

In all, 22 riders won money from the generous factory programs. In addition to the factory cash, gift certificates from Action Honda, Cunningham Cycle World and Metzeler Tires made for a very profitable weekend for many racers.

Results

F-USA: 1. Kurt Hall (Yam); 2. Paul Bray (Suz); 3. Mike Smith (Suz); 4. Andy Fenwick (Yam); 5. Britt Turkington (Suz); 6. Don Canet (Suz); 7. Jay Denham (Suz); 8. Rick Delgado (Yam); 9. Michael Martin (Yam); 10. Robert Wright (Suz).
RACE TIME: 13 min., 55.49 sec.
AVERAGE SPEED: 93.10 mph
A S/BK EX: 1. Kurt Hall (Yam); 2. Paul Bray (Suz); 3. Rick Delgado (Yam).
A S/BK NOV: 1. Mark Crozier (Hon); 2. Eric White (Suz); 3. Rob Roy Godwin (Yam).
B S/BK EX: 1. Andy Fenwick (Yam); 2. Rick Delgado (Yam); 3. Michael Martin (Yam).
B S/BK NOV: 1. Don Taylor (Yam); 2. Mark Crozier (Hon); 3. Eric White (Suz).

C S/BK EX: 1. Michael Martin (Yam); 2. Fabian Cortez (Yam)l 3. Billy Eisenacher (Yam).
C S/BK NOV: 1. Mark Crozier (Hon); 2. Joe Prussiano (Hon); 3. Rob Roy Godwin (Yam).
D S/BK EX: 1. Fabian Cortez (Yam); 2. Jim Still (Yam); 3. Robert Nutt (Yam).
D S/BK NOV: 1. William Quinn (Yam); 2. Scott Pruitt (Yam); 3. Ken Pruitt (Yam).
A S/STK: 1. Paul Bray (Suz); 2. Mike Smith (Suz); 3. Britt Turkington (Suz).
B S/STK: 1. Kurt Hall (Suz); 2. Mike Smith (Suz); 3. Britt Turkington (Suz).
C S/STK: 1. Britt Turkington (Suz); 2. Mike Smith (Suz); 3. Oliver Billingsley (Suz).
A PROD EX: 1. Craig Newforth (Yam).
A PROD NOV: 1. Don Taylor (Yam); 2. Eric White (Suz); 3. Joe Prussiano (Hon).
B PROD EX: 1. Craig Newforth (Yam); 2. Craig Renck (Hon); 3. Mike Snyder (Yam).
B PROD NOV: 1. Don Taylor (Yam); 2. Eric White (Suz); 3. Rick Guy (Yam).
C PROD EX: 1. Craig Newforth (Yam); 2. Craig Renck (Hon); 3. Mike Snyder (Yam).
C PROD NOV: 1. Rick Guy (Yam); 2. Joe Prussiano (Hon); 3. Von Bursey (Yam).
D PROD EX: 1. Jim Still (Yam); 2. David Mimms (Yam); 3. Chuck Huneycutt (Yam).
D PROD NOV: 1. William Quinn (Yam); 2. Scott Pruitt (Yam); 3. Matt Jungklaus (Yam).
F-2 EX: 1. Robert Nutt (Yam); 2. Alan Bertagnoli (Yam); 3. Kent Soignier (Kaw).
F-2 NOV: 1. William Quinn (Yam); 2. Ken Pruitt (Yam); 3. Matt Jungklaus (Yam).
F-3 EX: 1. Andre Vanderberg (Kaw); 2. John Hodgkiss (Yam); 3. Eric Falt (Hon).
F-3 NOV: 1. Dave Towsend (Kaw); 2. David Cook (Hon); 3. Ron Raven (Kaw).
CLBMN EX: 1. Laroy Montgomery (Hon); 2. Robert Tapscott (Yam); 3. Eric Falt (Hon).
CLBMN NOV: 1. Ken Tapscott (Yam); 2. W. Allen Willis (Hon); 3. Michael Besal (Yam).
WERA TOYOTA/DUNLOP F-USA SERIES POINT STANDINGS: 1. Kurt Hall (278); 2. Paul Bray (194); 3. Chuck Graves (166); 4. Mike Smith (164); 5. Don Canet (110).

Bronikowski breezes to Millville MX win

By Rolfe Otterness

MILLVILLE, MN, SEPT. 3

Gary Bronikowski blistered the track as he ran his Suzuki RM250 to wins in both 250cc A motos and in the 125cc class. However, Robbie Engstrom was the official 125cc class winner.

John Martin's Spring Creek Park track was in dust-free condition all day, but worked up into large bumps due to the soft moist soil condition. A large rider turnout of 394 entries made for a long day of competition.

Bronikowski, riding just for practice, as a pro license holder, ran at the head of the pack as the 125cc A class rounded the first turn. Rob Engstrom, who had beaten him four weeks ago, provided pursuit on his Tousley Sports Center-backed Honda. But Bronikowski roosted away. Engstrom took the official win over Cory Keeney with Pat Riley, Bryan Hunt and Eric Metzger filling the top five.

Pat Donaho and Eric Metzger jumped out front at the start of the next moto. Donaho went down hard approaching the jump just before the sandwash and was too shaken to continue. Metzger took over and led for the first two laps. Engstrom crashed around the first turn and was left trailing the pack. Bronikowski had let the pack start without him and then blasted through to fifth in just one lap, riding his 250. Riley displaced Metzger at the head of the pack on the third lap and went on to take the official win, although Bronikowski blew by on the fourth lap. Engstrom recovered with a great ride to take second behind Riley and wrap up the overall. Jeff Colbert was next followed by Keeney and David Tait.

In the 250cc class, Engstrom roosted into the lead ahead of Riley, Bronikowski and Christ Bense. Bronikowski soon acquired the lead. Engstrom crashed hard, while in chase and dropped out of contention for the moto. The checkered fell with Bronikowski far out front and the official top five were Riley, Bense, Chris Hughes, John Niemi and Jay Hoenk.

Bronikowski and Engstrom resumed their battle for domination in the second moto. Engstrom stayed clsoe for half the race but eased off to ensure a finish. Riley, Bense and Jack Lane cruised in behind him, while brothers David and John Niemi took the next two places.

Results

MINI JR: 1. Tim Pospisil; 2. Billy Edmonson; 3. Shawn Wehlage.
MINI SR: 1. Brandon Backes; 2. Mike Atkinson; 3. Jim Povolny.
MINI P/W: 1. Shelly Kann; 2. Danny Edmonson; 3. Lance Cunningham.
125 YTH: 1. Cory Keeney; 2. Brandon Backes; 3. Mike Atkinson.
OVER 25: 1. James Scott; 2. John Niemi; 3. Alan Stevenson.
SR C: 1. Brian Karlsbroten; 2. David Ettesvold; 3. William Turgi.
SR A: 1. Brian Carney; 2. Rich Yarrow; 3. Larry Welch.
SR 40+: 1. Jerry Becker; 2. Roger Niedzielski; 3. Larry Noble.
125 C D-1: 1. Kevin Klodt; 2. Rick Doffing; 3. Mark Gregor.
125 C D-2: 1. Chad Lillibridge; 2. Brian Olson; 3. Douglas Pixley.
125 B: 1. Mike Nuehring; 2. Mike Luoma; 3. Mike Wiedmeyer.
125 A: 1. Robbie Engstrom; 2. Pat Riley; 3. Cory Keeney.
250 C D-1: 1. Mark Gregor; 2. Brad Dranko; 3. Rod Matheson.
250 C D-2: 1. Kevin Klodt; 2. Roland Rainer; 3. Bradon Stovern.
250 B: 1. Mike Anderson; 2. David Weseman; 3. Kurt Koester.
250 A: 1. Pat Riley; 2. Chris Bense; 3. John Niemi.
OPEN C: 1. David Jendro; 2. Terry Chumbley; 3. Austin Altman.
OPEN A: 1. Chris Bense; 2. Mike Nathe; 3. Curtis Cohrs.

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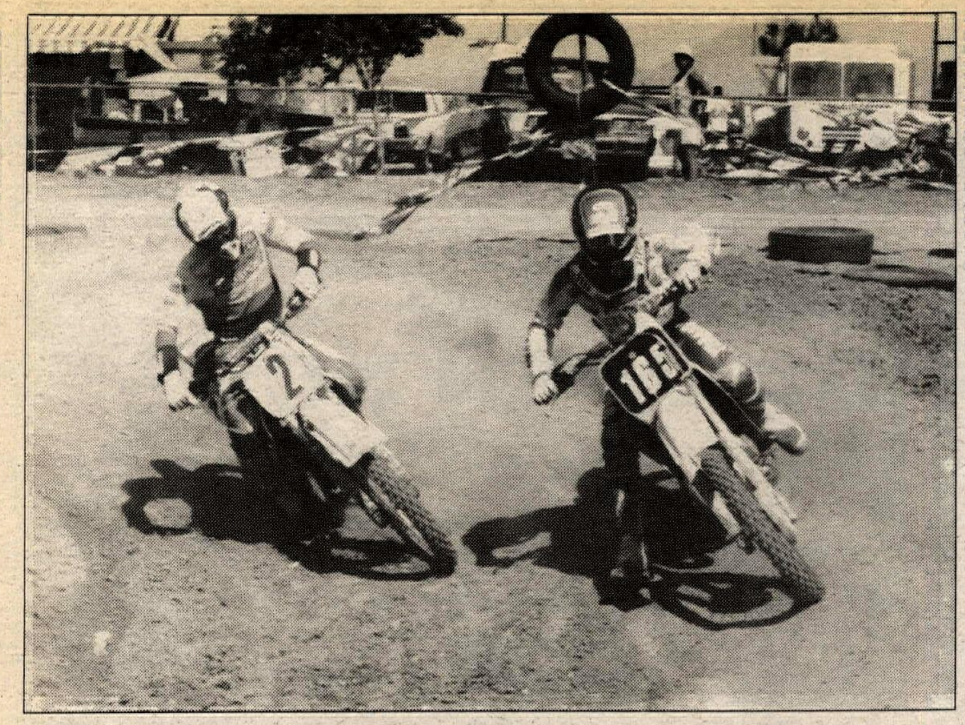


PHOTO BY DONN MAEDA

Mike Chamberlain (165) and Mike Young battle in the 125cc Pro class at Sunrise. Young finished second overall behind Jeremy McGrath.

McGrath motors to Sunrise MX win

By Donn Maeda

ADELANTO, CA, AUG. 20

Round seven of the Dodge Trucks/CMC California Summer Series saw Jeremy McGrath take the overall win in the highly competitive 125cc Pro class. McGrath piloted his Team Green Kawasaki to 2-1 moto finishes to claim his victory.

Mike Chamberlain grabbed the holeshot in the first moto, but right on his tailpipe were Chris Young, Kyle Lewis and Bubba Erickson. As the pack exited the first turn, Lewis forced his Yamaha past Young and set after Chamberlain. Also on the move were Buddy Antunez and Mike Young, who had suffered poor starts. Antunez and Mike Young took over fourth and fifth when they out-jumped Erickson through the jumps before the finish turn. Once into fourth Antunez began to pressure Chris Young and found an opening in the whoops on lap three. On that same lap, Mike Young also passed Chris Young when he flew further off the front tabletop jump.

Meanwhile, Lewis was still trying to find a way around Chamberlain. Lewis dove to the inside of a slippery right-hander and took over the lead on lap four. Antunez also found his way around Chamberlain in the whoop section and set after Lewis. Mike Young was next in line and passed Chamberlain as the pair of riders slid through the S-turns. Once into third, Mike Young turned up the wick and began to close on the race leaders. Lewis lost control of his Yamaha on lap six and went down hard, handing the lead to Antunez. This left Mike Young in second, Chamberlain in third, and a hard charging McGrath in fourth. As Young beat on Antunez's door, McGrath stuffed Chamberlain in a very tight left-hander and took over third. On lap eight Antunez's handlebars came loose, and the Suzuki pilot was forced to drop off the pace. Young had no complaints and took over the lead for good. Mike Young took the checkers well ahead of McGrath, Chamberlain and Chris Young.

Chris Young was fastest out of the gate in moto two, but close behind were Chamberlain, Mike Young and McGrath. Mike Young bounced past Chamberlain in the whoop section on lap three and set after Chris Young. Mike Young forced his Cagiva past Chris Young's Suzuki in the back turn, and proceeded to open up a lead. McGrath sailed past Chris Young over the front tabletop, and began to close on Mike Young. As the lead duo began to pull away from the field, Antunez was working up from a first turn crash. Antunez passed Chris Young for third on lap seven in the finish turn. McGrath took over the lead on lap nine when Mike Young went a little wide in a fast right-hand sweeper. McGrath took the moto win just ahead of Mike Young, Antunez and Chris Young. McGrath's 2-1 bested Mike Young's 1-2, while Chris Young's consistent 4-4 netted him third overall.

Results

P/W: 1. Miek Kessel (Yam); 2. Brian Morgan (Yam); 3. Jason Larkin (Yam); 4. Perry Richmond (Yam); 5. Ian Igercic (Yam).

60 0-8: 1. Reginald Mitchell (Kaw); 2. Brian Morgan (Kaw); 3. Jason Larkin (Kaw); 4. Perry Richmond (Kaw).

60 9-11: 1. Greg Yeasley (Kaw); 2.Jason Shirey (kaw); 3. Paul Ito (Kaw); 4. Jimmy Vans (Kaw); 5. Jerry Meeman (Kaw).

80 BEG: 1. David Hicks (Kaw); 2. Shawn Perolio (Kaw); 3. Aaron Winston (Suz); 4. Chuck Enscoe (Kaw); 5. Robert Larson (Hon).

80 JR: 1. Jason DePatto (Hon); 2. Ty Kady (Kaw); 3. Aaron Wenstrup (Suz); 4. Joey Curtis (Kaw); 5. Larry Linkogle (Kaw).

80 INT: 1. Terry Parsons (Hon); 2. Steve Hengeveld (Kaw); 3. Mike Metzger (Suz); 4. Brian Teets (Kaw).

80 EX: 1.Damon Huffman (Suz).

80 OPEN: 1. Paul Ito (Kaw); 2. Jason Shirey (Yam); 3. Travis Preston (kaw); 4. Greg Yearsley (Kaw).

125 BEG: 1. Kendall Stanley (Hon); 2. Carlos Olivia (Hon); 3. Richard Olivia (Yam); 4. John Clifford (Yam); 5.Justin Iannarfo (Yam).

125 JR: 1. Colin Couto (Hon); 2. JJ Petchel (Yam); 3. Jeffrey Brownlee (Suz); 4. Sam Hawley (Suz); 5. Joe Lawwill (Yam).

125 INT: 1. Derik Natvig (kaw); 2. Steven Kotajarvi (Kaw); 3. Scott Takacs (Suz); 4. Charlie Flippen (SCR); 5. Jeff Fine (Hon).

125 PRO: 1. Jeremy McGrath (Kaw); 2. Mike Young (Cag); 3. Chris Young (Suz); 4. Mike Chamberlain (Yam); 5. Buddy Antunez (Suz).

250 BEG: 1. Mat Bateman (Yam); 2.Joe Acuna (Hon); 3. lou Soto (Yam); 4. Tarek Saba (Suz); 5. Scott Mumford (Yam).

250 JR: 1. Guy Giffen (Suz); 2. Bryan Curtis (Kaw); 3. Tony Seckman (Hon); 4. Norman Ball (Yam); 5. Dave Galland.

250 INT: 1. Steven Kotajarvi (kaw); 2. Scott Takacs (SCR); 3. Bill Sauro (Hon); 4. Jeff Fine (Hon); 5. Scott Sease (Kaw).

250 PRO: 1. Chris Young (Suz); 2. Mike Chamberlain (Yam); 3. Greg Butcher (Hon); 4. Ron Allen (Hon); 5. Dan Berg (Kaw).

500 BEG: 1. Scott Hoffman (Hon); 2. Marcus Gordon (Hon); 3. Gregg Grant (Mai); 4. Branimir Kovac (Hon); 5. Scott Johnson (Hon).

500 JR: 1. Fred Hommel (Hon); 2.John Riggle (Hon); 3. Richard Fernandez (Hon); 4. Marc Matson (Hon); 5. Jon Alexander (Hon).

500 PRO: 1. Mike Young (Cag); 2. Rex Staten (Yam); 3. Eddie Hicks (KTM); 4. Willy Musgrave (ATK); 5. Clayton Blood (Hon).

UTH JR: 1. Kenny York (Yam); 2. Frank Horton (Hon).

UTH INT: 1. Scott Lee (Yam); 2. Jerry Jetton (SCR); 3. Bob Nunez (Hon).

VET JR: 1. Don Cline (Kaw); 2. Marshall Marion (Kaw); 3. Rudy Chavez (Hon); 4. Francis McGee (Hon); 5. Joe Zipay (Hon).

VET INT: 1. Brad Sloan (Hon); 2. Bret Leef (Hon); 3. David Thayer (Hon).

VET MSTR: 1. Brad Biolec (ATK); 2. Tim Marsh (Hon); 3. Bob Tippit (Kaw).

VET PRO: 1. Rex Staten (Hon); 2. Vincent DeLuca (Hon); 3. Carl Gazafy (Hon); 4. Jerry Jirkovsky (Hon).

OT: 1. Rob Lytle (Hon); 2. Vasek Ulrich (Hon).

Matson masters Hollister MX

By Mike Vancil

HOLLISTER, CA, AUG. 20

Dean Matson demonstrated both style and stamina in amassing three moto wins and one second to take the overall honors in 250cc and Open Pro competititon at Pacific Rim Racing Association MX. This event, one of four, in the series billed as the ATK Fall Series was held on the new short course at Holllister Hills and is adjacent to the Grand Prix course.

In moto one of the 250cc Pro class, it was a very determined Jon Nelson who powered to the holeshot. For nearly three laps Matson chased Nelson but appeared to gain no serious ground on the leader. On the fast uphill section Matson appeared to be going faster than he had ever attacked that section when he landed on the front wheel after the uphill jump. The bike maintained a front wheel posture until the wheel encountered another ridge at which point both Matson and machine did a front-end flip. Fortunately, Matson bounced right up and was running up hill to retrieve his machine. Two quick kicks and he was underway and still in second place.

In moto two Matson got an early lead when Nelson spilled briefly in the first corner. Paul Villa rode his Suzuki in Matsons' wake and finished second.

In 500cc action, there was overwhelming dominance displayed by Honda-mounted Matson, as he raced flawlessly to double-moto wins on a borrowed machine. In the first moto it was persistent Paul Villa, on an ATK, who followed Matson. Nelson suffered another of his rare spills and was somewhat detuned for the rest of the day. Nelson held on for second, while Villa could only muster a fourth. This placement gave Nelson second overall.

In Amateur action an outstanding day was turned in by Dave Kopels on his Honda 125, while he topped the Junior class on a Kawasaki KX500. Kopels won the first moto in the 125cc class but was chased hard by several challengers. Second, third and fourth places were constantly changing. Early challenger Mark Klauser, on a Kawasaki, slipped all the way back to fifth at the checkers, but he would be a more serious threat in moto two.

When Kopels took his first of three wins during the day's racing it was fellow Honda rider Dave Bently immediately behind him.

In moto two all early indications were that Kopels was again going to lead from gate to checkers, but Kawasaki-mounted Klauser had different ideas. On the back straight Klauser found a way around Kopels and immerged from the downhil 180 degree turn as the new leader. The pass by Klauser stuck and Kopels could not retake his Kawasaki-mounted adversary, however, the fifth place finish by Klauser in the first moto ruined his chance to wrest the overall away from Kopels. Dave Bently, on a Honda got third overall with his 2-5 performance.

Results

P/W 50: 1. Justin Guzman (Yam).

P/W 60 BEG: 1. Nick Phinney (Kaw); 2. Brody Feuerhaken (Suz).

MINI BEG 80: 1. Georr Lahini (Kaw); 2. Mack Gitmed (Suz); 3. Pat Dussell (Hon); 4. Vinnie Pedrini (Yam); 5. Jason Hatcher (Hon).

MINI JR 80: 1. (TIE) John Durden (Hon); 2. Aaron Cantrelle (Kaw); 3. Tom Burger (Hon); 4. John Leddy (Hon).

MINI EX 80: 1. Bryan Noe (Suz).

125 BEG: 1. Brian Campos (Hon); 2. Chris Platero (Hon); 3. Rudy Farias (Hon); 4. Daniel Balbas (Suz); 5. Brian Martinez (Hon).

125 JR: 1. David Kopels (Hon); 2. Mark Klauser (Kaw); 3. Dave Bentley (Hon); 4. Mike Sexton (Hon); 5. John Romanoff (Hon).

125 INT: 1. Joe Bruce (Yam); 2. Owen Bray (Kaw); 3. Scott Schroeder (Suz).

250 BEG: 1. Thomas Bitner (Hon); 2. Jamie Steyding (Kaw); 3. Chris Wolff (Hon); 4. Mike Faibisch (Hon); 5. Jeff Tarczy (Kaw).

250 JR: 1. Mike Hodges (Yam); 2. Steve Wenger (Kaw); 3. Miek Morgan (Hon); 4. Doug Taylor (Kaw); 5. Jason Keck (Hon).

250 INT: 1. Johnny Gardner (Yam).

250 PRO: 1. Dean Matson (Suz); 2. Jon nelson (Suz); 3. Paul Villa (Suz); 4. Steve Bonita (Hon).

500 BEG: 1. Gary Bernal (Hon); 2. Ron Norton (Hon); 3. Ron Azbell (Hon); 4. Peter Hampel (Hon); 5. David Berg (Hon).

500 JR: 1. Dave Kopels (Kaw); 2. Terry Lakely (Mai); 3. Jonathon Schlorr (Hon); 4. Patrick Vaccheri (Yam); 5. John Malchaski (Hon).

500 INT: 1. Tim Alarcon (Kaw); 2. Glenn Zetterquist (Hon).

500 PRO: 1. Dean Matson (Hon); 2. Jon Nelson (Hon); 3. Paul Villa (ATK); 4. Jim Owens (Hon).

VET BEG: 1. Scott Kilander (KTM); 2. Robert Bitner (Hon); 3. Joe Gomes (Hon); 4. George Gerstonberg (ATK); 5. John Favazza (Hon).

VET JR: 1. Steve Randazzo (Hon); 2. Dave Henderson (Hon); 3. Jeff Gruber (Suz); 4. Paul Flores (Hon); 5. Robert Fields (Hon).

VET INT: 1. Jonathan Schlorr (Hon); 2. Erik Shaffer (Hon); 3. Bill Maloney (Hon).

OT BEG: 1. Stan Woods (Hon); 2. Gary Feuerhaken (Suz); 3. Bob Bearden (Yam).

OT INT: 1. Glenn Pruitt (Hon).

McSwain shines at Hickory Hare Scrambles

By Marion Erwin

HICKORY, NC, AUG. 13

Cool temperatures and abundant rain had highlighted the weather in North Carolina this summer, but the Dog Days of August, with temperatures in the 90s, high humidity, and choking dust greeted 109 riders for round 11 of the North Carolina Hare Scramble Series in Hickory.

Promoter Buren Hamrock laid out a challenging five-mile course and had even watered part of it, but dry conditions of late made the dust such a problem that the field was split, and a pair of one and a half hour races were run instead of one two-hour event.

The first race included classes AA, Open, 250, 125 and Senior with the overall winner coming from this event. Defending NCHS Champion and Wiseco/Suzuki National points leader, Steve McSwain, Jr., riding a Honda CR500, took the lead from Greg Erwin, who was aboard a Honda CR250, early in the first lap and opened a one minute, 25-second lead at the end of lap four of the seven-lap race. However, a hot battle for second was brewing between Erwin and Mark Eaddy, a SETRA AA rider riding a KTM 250. Eaddy passed Erwin at the end of lap four when Erwin pitted for fuel, then pulled out to a 22-second advantage. On lap five both riders picked up the pace, with Erwin cutting Eaddy's lead by one second. This pace was also narrowing the gap between them and the leader, McSwain, who was still over one minute ahead. Lap six saw the gap between Erwin and Eaddy cut to six seconds. Then, as Eaddy made his pit stop at the start of lap seven, Erwin regained second position, but still came up one-minute and five seconds short of McSwain at the end. McSwain took the overall; Erwin, first in class AA, and Eaddy finished second in AA, 22 seconds behind Erwin.

Close racing in the Open class between Jody Main and David Kiser moved this pair into fourth and seventh overall. Kiser led the first three laps, then yielded to Main on lap four. Main led the rest of the way winning the class by 43 seconds. Roger Allen on a KTM was third.

The highly competitive 250cc class was captured by Mark Rollins, aboard a Suzuki. Rollins led for three laps but a charge by Kawasaki-mounted David Ashley, dropped him to second until Ashley had bike troubles on lap six, and dropped from contention. At that point, Rollins regained the lead, which he held to the end. He was also fifth overall, only two seconds behind Open winner Jody Main. Rollin's margin was over four minutes ahead of Andy Spencer in second, but only 41 seconds separated Spencer from fifth place Owen Hightower. Doug Deaton and Rick Wagner took third and fourth, respectfully.

The second race featured the Four-Stroke, 200cc and Trailrider classes. The thumpers were led by Pete Foster, who took the win over Joe Lawson, by one-minute and five seconds. Walter McLead came from a fifth-place start to take the third position.

An exciting duel took place in the 200cc class between Jeff Brotherton and Glenn Rector. Brotherton established a lead at the start, moving to a one-minute and three seconds advantage on lap three, but Rector began a charge, which ended 12 seconds short at the finish. Jimmy Dishman, after falling to eighth on lap one, moved up steadily to capture third place.

Results

O/A: 1. Steve McSwain, Jr. (Hon).

AA: 1. Greg Erwin (Hon); 2. Mark Eaddy (KTM); 3. Chris McDonald (Kaw).

125: 1. Mike Potts (Kaw); 2. Robert Nowlin (Kaw); 3. Richard Hicks (Kaw); 4. Mike Keller (Suz).

200: 1. Jeff Brotherton (Yam); 2. Glenn Rector (Kaw); 3. Jimmy Dishman (Kaw); 4. Billy Ownby (Kaw).

250: 1. Mark Rollins (Suz); 2. Andy Spencer (Hon); 3. Doug Deaton (KTM); 4. Rick Wagner (Hon); 5. Owen Hightower (Suz).

OPEN: 1. Jody Main (C-A); 2. David Kiser (Hon); 3. Roger Allen (KTM); 4. Glenn Holcomb (Hon).

SR: 1. Jimmy Lynch (Cag); 2. Steve McSwain, Sr. (Hon); 3. Harry Greenlee (Hon); 4. Worth Carswell (C-A); 5. Robert Cox (KTM).

4-STRK: 1. Petey Foster (Hon); 2. Joey Lawson (Hon); 3. Walter McLead (Hon); 4. Jack Elliott (Hon).

TR: 1. Vance Earl (Hon); 2. Robbie Whisnant (Hon); 3. John Byrd (Hon); 4. Brian Owens (Hon); 5. Mike Cooper (Hon).

Cycle City endures Willow Spring RR

By Richard D. Thompson

ROSAMOND, CA, AUG. 27

The Cycle City team of Jim Runyan, Mike Mothershead, Bret Meacham and Doug Toland scored the win at the final endurance race of this season hosted by the ARRA at Willow Springs International Raceway.

In the first hour of the race, Boingo Racing's GSXR750 Suzuki blew a hole in the case, spilling oil all over the track and causing the race to come to a halt. Amazingly, Boingo got their bike back together in time for the restart, and were able to get back in the race, not knowing that you cannot make a complete engine change, according to the ARRA's rule. Ironically, the team would run off the track in turn two, damaging the bike and taking it out of the race anyway.

At the end of the first hour, the results showed the overall leaders as Cycle City, followed by CBR Racing and Brooks Cycles. Going into the second hour, BMR Motorsports had moved into second place with Mike Gosslaar in the saddle. Brooks Cycles was feeling a little pressure from behind with Razors Edge cutting their way through the pack and onto their tail. Before long, Razors Edge cut a definite hole and moved into the third position.

BMR pulled in for a pit stop and put their fastest rider, Kent Kunitsugu in the seat and let him show his superior racing skills to the fans. The race progressed and by the third hour it was Cycle City, BMR and Razors Edge managing first, second and third.

Back in the pack Big City was showing some good moves as they successfully worked their way through the pack and proved that having a well-organized team is what makes or breaks you in an endurance race.

The Code Three Racing team is an interesting bunch, considering the fact that they are all policemen. However, speeding was not to be to their advantage, and though they made a gallant effort, the win would be for the pedestrians.

One of the highlights in the fourth hour was a battle between Cycle City and BMR. BMR's Chuck Graves hopped on the bike and put the team back on the same lap as Cycle City (or so they thought). At one point, Graves passed Toland on the front straight and gave him a little wave. Not to be outdone, when the two teams pitted towards the end of the fourth hour, Cycle City made only a rider change and rushed right back onto the track. When passing, Toland returned the wave as he went flying back out, leaving the refueling BMR team in the pits.

Big City, having been one of the bikes that suffered a minor accident in the beginning of the first hour, was still running strong for fourth, while Wild Bunch held a solid fifth. "After the accident we had to hustle," said Big City's Alex White. "The bike wasn't 100%."

With just five minutes left in the race, Toland riding to the finish for Cycle City, felt no threat fro BMR's last rider, Graves. Cycle City won the race with 179 laps, to BMR's 178, Razor's Edge's 172, Big City's 168 and CBR's 167.

"We gave it our best shot," said BMR's Kent Kunitsugu.

"It went pretty good," said Toland, and a teammate responded, "We let Doug do most of the riding. We just rode to cool the bike down."

Results

O/A: 1. Cycle City (Hon); 2. BMR Racing (Suz); 3. Razors Edge Racing (Yam); 4. Big City Racing (Hon); 5. CBR Racing (Hon).

750: 1. BMR Racing (Suz); 2. Brooks Cycles (Suz); 3. Boingo Racing (Suz).

600: 1. Cycle City (Hon); 2. Razors Edge Racing (Yam); 3. Big City Racing (Hon); 4. CBR Racing (Hon); 5. Wild Bunch Racing (Suz).

Upton tops GFI night MX

By David Procida

PERRIS VALLEY, CA, AUG. 19

Donald Upton put his Gear Racewear-backed Honda into the winner's circle in the 125cc Novice class going 2-1-1 in the three-race format put on by GFI.

In moto one, Pro Circuit's Buddy Morgan rocketed into the lead coming out of the gate to head a large class of 125cc Novices. Upton was breathing heavily down Morgan's back with Tami Rice and Roger Hauptman a couple of bike lengths back. As the riders sorted themselves out, Randy Betten, who had suffered a back-of-the-pack start, was working his way up through traffic, going by SCR pilot Karl Fernandez, Jeff Morris, Rice and Jeff Young by lap three. This charge put him into fourth behind Hauptman, while up front, Morgan was under the gun, as Upton was hungry for the lead. Morgan kept the throttle pinned and the pace intense as the lead pair pulled away from Hauptman, who was holding down third. Betten was closing on Hauptman from behind and began a late moto charge in the closing laps that took him to Hauptman's rear fender and no farther as Morgan took the checkered to end moto one. Upton had to settle for a strong second, but was unhappy with his placing.

A very determined Upton blasted out of the starting gate to holeshot moto two with Morgan, Young and Rice a heartbeat behind. Things began happening quickly as Morgan rocketed by Upton for the lead and the two began to open up a gap on Young. Young had his hands full as Jeff Jetton had his RM125 flying low. Hauptman was running in the number five position, but was dropped back another slot by Jonas Dunn on a Yamaha YZ125. On lap six, a pilot error by Morgan gave Upton back the lead and this time he wasn't waiting for anyone. Opening up a good size lead on the closing lap, Upton took the second moto win, while behind him, Young put a last lap pass on Morgan. Jetton and Dunn rounded out the top five in moto two.

Honda-mounted Jeff Morris took an early lead in the third moto with Upton and Young heading the pack, while Morgan suffered a midpack start. Morris held his own against Upton for the first five laps, while Morgan sliced his way by Rod Johnson and Fernandez to slip into fourth behind Jetton. Up front, Morris slipped up giving Upton the chance he was waiting for and took the lead without hesitation. Morgan stalked Jetton for three laps before slipping by on lap seven and began to close on Upton. First through fifth was tightly bunched on the last lap, as the checkered flew for Upton, followed by Morgan, Jetton, Morris and Fernandez. Upton's 2-1-1 gave him the overall victory edging out Morgan's 1-3-2.

Results

MINIS: 1. Dean Van Rippen; 2. Phillip Iabel; 3. Joshua Rahm; 4. Clayton Thomas.
XR 80: 1. Ollie North (Hon).
125 BEG: 1. Shawn McIntosh (Kaw); 2. Jon Roberg (Kaw); 3. Charlie Vice (Hon); 4. John Torwer; 5. Paul J. Chavin (Kaw).
250 BEG: 1. Paul Herman (Yam); 2. Yahm (Yam); 3. Joe Uribe (Hon); 4. Ron Young (Hon); 5. Ray Martinez (Yam).
OPEN BEG: 1. Jim Margold (Hon); 2. Ed Shrnault (Hus); 3. Wally Cote (Hon); 4. David Boyd (Yam); 5. Chris Scott (Hon).
125 NOV: 1. Donald Upton (Hon); 2. Buddy Morgan (Yam); 3. Jeff Young (Hon); 4. Jeff Jetton (Hon); 5. Karl Fernandez (Suz).
250 NOV: 1. Brett Stubbs (Kaw); 2. Glenn Koski (Kaw); 3. Tony Hadsall (Suz); 4. Steve Tollison (Hon); 5. Morgan Grant Steele (Hon).
125 INT: 1. Joe Z. Albrecht (Kaw); 2. Dana Wiggins (Yam); 3. Billy Felts (Kaw); 4. Ray McIntosh (Kaw); 5. Jason Kawell (Kaw).
125 PRO: 1. Bryan Emig (Kaw); 2. John Blood (Hon).
25-29 NOV:1. Scott Highland; 2. Jerry Boyd (Hon).
VET NOV: 1. Chris Corum (Hon); 2. Leo Saul (Cag); 3. David Knapik (Suz); 4. Dennis Burns (Kaw); 5. Dana Deal (Hon).
VET INT: 1. Randy Skinner (Suz); 2. David Fox (Hon); 3. J.S. Hanson (Hon); 4. John McCaughey (Suz); 5. John Burkey (Hon).
VET EX: 1. Charles Halcomb (Suz); 2. Brent Wallingsford (Kaw); 3. Tom Webb (Suz); 4. Mike Webb (Suz).

MXers storm John Parker Memorial at Motomasters

By Greg Nelson

MAPLEVIEW, NY, SEPT. 4

Two-hundred-fifty riders came from Canada, Western New York and Central New York for the John Parker Memorial Race, held at Motomasters Park. The sand track provided an extremely tiring day of racing. Chris Shipclark, Rick Dool and John Young were the strongest and fastest in their classes.

Young was the proud winner of the John Parker Memorial Trophy. Each year the best placing first-year Expert in the 125cc class receives the trophy. He has possession for one year at which time it is passed on. Kelly O'Hara, last year's winner, was on hand to turn over the trophy to Parker.

Rick Dool took the holeshot in the 250cc Amateur class. He had opened up a five-second lead on Jack Rosati when he endoed over a jump. Remounting in second, he set out to catch Rosati. Within two laps Dool got the lead back. This time Rosati kept the pace finishing a close second. Jon Twomey was back in third at the flag. Rosati holeshot moto two, Dool was second with Twomey a close third. The rough track quickly took its toll on Rosati. Within three laps he was back to third. The front pair of Dool and Twomey were pushing hard. At the finish Twomey led Dool who won the overall.

The first 250cc Expert race looked like it belonged to Kawasaki rider Brian Austin. Yamaha's Bruce Stratton had different ideas, as he charged by and took off. Austin finished second just ahead of Chris Shipclark who had tangled with a downed rider.

In moto two, Shipclark holeshot and never looked back. The track was extremely rough which suited Shipclark. He rode flawlessly lapping up to sixth place at the end. Austin finished a consistent second with Stratton third.

Results

VINT: 1. Bernie Kohler (Suz); 2. Larry Slosek (Hon); 3. Kevin Amo (Kaw).
PLUS 25: 1. Greg Nelson (Suz); 2. Paul Austin (Kaw); 3. Rich Dool (Hon).
50: 1. Michael Dougherty (Yam); 2. Joshua Sterritt (Yam); 3. Justin Murray (Yam).
JR MINI: 1. Danny Gott (Hon); 2. Casey Higgins (Kaw); 3. Paul Bradley (Kaw).
SR MINI NOV: 1. Michael Strano (Suz); 2. Chris Shova (Suz); 3. Adam Elliott (Kaw).
SR MINI: 1. Eric Reilly (Suz); 2. Jason Luce (Kaw); 3. Jon Rightmire (Suz).
SCHBY: 1. Dan Singer (Suz); 2. John Blake (Kaw); 3. Josh Hurlbutt (Kaw).
200 NOV: 1. Stephane Fournier (Hon); 2. Sean Collier (Hon); 3. Stephen Brand (Suz).
125 AM: 1. Ben Dressner (Suz); 2. Tommy Parker (Kaw); 3. Brian Tyler (Kaw).
125 EX: 1. Thomas Rice (Kaw); 2. Chris Shipclark (Hon); 3. Rob Nessel (Kaw).
250 AM: 1. Rich Dool (Hon); 2. John Twomey (Yam); 3. Jack Rosati (Suz).
250 EX: 1. Chris Shipclark (Hon); 2. Brian Austin (Kaw); 3. Bruce Stratton (Yam).
OPEN AM: 1. Jim Allen (Hon); 2. Tom Sterritt (Kaw); 3. Robert Young (Hon).
OPEN EX: 1. Paul Kingsley (KTM); 2. Paul Austin (Kaw); 3. Mike Dougherty (KTM).

Burke doubles at Willow Springs RR

By Richard D. Thompson

ROSAMOND, CA, AUG. 13

Barry Burke scored a runaway win today in the ARRA-promoted, Miller High Life-sponsored Formula 1 race at Willow Springs International Raceway.

Burke, riding his Kerker/ICRT/Michelin/Fox Factory/Barnett/Dyno-Jet/Spectro/Yamaha USA/Arai/'Z' Leathers/Motorsports/Dr. John's Frame Shop/ HTS Racing Fiberglass/Steve Costas-sponsored Yamaha FZR750, led from the start and the current points leader made it look easy.

Second place was held initially by Brian Bernard, but on the fourth lap, in turn three, Bernard lost the rear end of his bike and crashed out of the race. Lee Shierts inherited the second spot.

"I had to drive all night and the bike was still set up for Sears Point (the previous day's AMA National)," Shierts said. "We didn't have a chance to dial it in and I was so tired, I wasn't really into it."

Running real hard and coming from last place to finish third was Chuck Magnusson and his Suzuki GSXR750 kitted with an 1100cc engine; it was also Magnusson's return to racing after a six-month layoff. Fourth place went to Mike Gosselar on a Johnson & Woods-owned GSXR1100, who made a gallant effort, picking off quite a few riders to earn fourth.

Kenny Kopecky couldn't take advantage of his front row grid position and fell back to fifth at the end of the race.

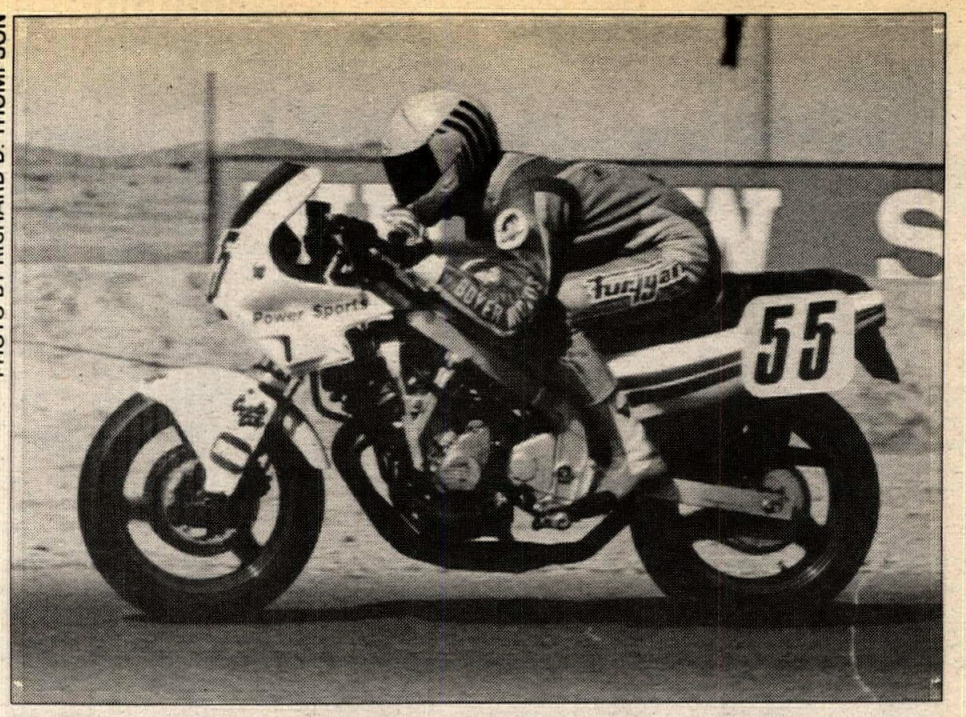
"On the fourth or fifth lap I lost the clutch," Burke said. "I just nursed it to the finish."

Burke again showed his prowess, winning the combined 750cc/Open event. Kopecky had a better time of it, finishing second with Brad Hazen third.

Results

600 STK: 1. Michael Huber (Hon); 2. Donald Pinkus (Yam); 3. Saroch Hanbuntrong (Yam); 4. Alan Smith (Yam); 5. Steven Mikolas (Hon).
F-3: 1. Kevin Murray (Hon); 2. Christian Marsh (Kaw).
VINT BOTT: 1. Micko Field (Hon); 2. Dave Fiorelli (Hon); 3. Danny Fainsworth (Duc).
750 STK PROD: 1. Louis Burrows (Suz); 2. Richard Kovacs (Suz).
400 MOD PROD: 1. Greg Muzzola (Yam); 2. Patrick Murray (Yam); 3. Hiroshi Nakajinia (Yam); 4. Michael Hughes (Yam); 5. Dean Siegrist (Yam).
F-SGL: 1. Ted Lumpkin (Yam); 2. Andy Milton (Yam); 3. Frank Domino (Yam); 4. Kevin Johnson (Yam); 5. Rick Thompson (Yam).
500 MOD PROD: 1. Eric Sherrer (Hon); 2. Michael Orsuhin (Kaw); 3. Douglas Stephens (Kaw); 4. Morgan Seim (Hon).
750 MOD PROD: 1. Peter Christiansen (Yam); 2. Ken Reynolds (Suz); 3. Jerry Ernst (Yam); 4. John Livings (Suz); 5. Jeff Harris (Suz).
600 S/ST: 1. James Henderson (Yam); 2. Saroch Hanbuntrong (Yam); 3. Eric Liebscher (Hon); 4. Steven Mikokes (Hon); 5. Don Pinkus (Yam).
BOTT L/W: 1. Jason Pereira (Kaw); 2. Ricky Thompson (Yam); 3. Douglas Stephens (Kaw); 4. Kevin Johnson (Yam); 5. Rex Ross (Duc).
BOTT H/W: 1. Ted Lumpkin (Yam); 2. Mick Ofield (Duc); 3. Trevor Dunne (Duc); 4. Gary Mansfield (Duc); 5. Lloyd Johnson (Duc).
F-1: 1. Barry Burke (Yam); 2. Lee Shierts (Suz); 3. Chuck Magnusson (Suz); 4. Mike Gosselaar (Suz); 5. Kenny Kopecky (Suz).
400 S/ST: 1. Patrick Murray (Yam); 2. Alex White (Yam); 3. Michael Hughes (Yam); 4. Jo Tokumoto (Yam); 5. Leonard Kirschner (Yam).
500 S/ST: 1. Jim Maloun (Yam); 2. Jason Pererra (Kaw).
750 S/ST: 1. Barry Burke (Yam); 2. Kenny Kopecky (Suz); 3. Brad Hazen (Yam); 4. Steve Ellmore (Suz); 5. Alan Smith.
OPEN S/ST: 1. Peter Christiansen; 2. Jerry Ernst (Yam); 3. John Livings; 4. Ted Lumpkin (Yam); 5. Pedro Benhez (Suz).
F-2: 1. James Henderson (Yam); 2. Tim Tulman (Hon); 3. Steven Mikdas (Hon); 4. David Camarillo (Hon); 5. Eric Liebscher (Hon).
80 S/ST: 1. Ellen Taylor; 2. Darcy DeCoste (Kaw).
50 S/ST: 1. Kevin Murray (Kaw); 2. Diana Williams (Yam).
600 MOD PROD: 1. Saroch Hanbuntrong (Yam); 2. Joe Shelton (Yam); 3. Alan Smith (Yam); 4. Don Pinkus (Yam); 5. Tim Tillman (Hon).
400 STK PROD: 1. Patrick Murray (Yam); 2. Hiroshi Nakajinia (Yam); 3. Michael Hughes (Yam); 4. Leonard Kirschner (Yam); 5. Jo Tokomoto (Yam).
600 SGL: 1. Andy Milton (Yam); 2. Rick Thompson (Yam); 3. Kevin Johnson (Yam); 4. Kirk Thompson (Yam); 5. Scott Fabhro (Hon).
500 STK PROD: 1. Morgan Seim (Hon); 2. Michael Orsulan (Kaw); 3. Douglas Stephens (Kaw).

PHOTO BY RICHARD D. THOMPSON



The Honda Hurricane of Cycle City won the ARRA six-hour endurance race at southern California's Willow Springs International Raceway.

Shigeta shines at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, SEPT. 10

A full house of 125cc Beginners invaded DeAnza Cycle Park, Sunday, for DeAnza Racing Club MX in Sunnymead. Twenty-one riders lined the starting gate for both eight-lap motos on the Doug Hall-prepped race track, and when it was all over, Yamaha rider Keith Shigeta emerged victorious with 2-1 moto finishes. Consistent 3-3 rides by Honda-mounted Bob Oye gave him second overall, while Kawasaki rider John Harding combined a 6-2 score for third.

Shigeta jumped out into the early lead at the start of the first moto and way back in eighth was Honda rider Lenny Holburt. Holburt would eventually claw and scratch his way to the front of the pack and pass Shigeta on the second-to-last lap. The Honda rider took first place in the moto with Shigeta finishing second.

Oye rolled across the finish line in third after running second for most of the race, while fourth went to Honda rider Bob Morales. Morales was running second after the first lap but was passed by Oye on the second lap, then by Holburt during the fourth lap.

Rounding out the top five was Kawasaki-mounted Robert Lilly.

Britt Hastey stole the holeshot in the second moto but dropped to fifth after the first lap, giving way to Oye, Jason Thomas, Shigeta and Lilly. Nowhere to be found was Holburt, who didn't complete a lap until the fourth go-around.

Oye led for three laps before Shigeta moved into the number-one spot on lap four. At that point, Harding moved into third and began pressuring Oye. On the final lap, Harding made his move and took over second, making the final finishing order Shigeta, Harding, Oye, Lilly and Ken Bitterolf.

Sixteen 250cc Beginners and two Open Beginners filled the starting gate for their first of two combined motos.

Honda rider Art Tistik led every lap in each outing to claim the overall victory and the 250cc class win, while Yamaha-mounted Eric Bringesser captured second overall with two second-place finishes. Bringesser rode in second the entire first moto, but had to make up for a fourth-place start in round two. Third with a 3-3 tally went to Honda-mounted David Schmidt. The top five overall riders were Robert Baldwin (5-4) and Jeff Hamblin (4-7). Top Open rider was Craig Reeper, who handily beat Tom West.

Twelve 250cc and three 125cc Novices went head to head in both 12-lap motos, with Yamaha rider Tim Slayton dominating both the 250cc outings, and Suzuki-mounted Shawn McElvogue going 1-2 for the 125cc class win.

Results

JR CYCLES: 1. Gene Fashbaugh (Kaw).
MINI BEG: 1. Aaron Alta (Suz); 2. Raymond Morales (Kaw); 3. Jesston Paskey (Yam); 4. Shawn Fulgham (Suz).
MINI EX: 1. Mike Rossi (Kaw).
125 BEG: 1. Keith Shegeta (Yam); 2. Bob Oye (Hon); 3. John Harding (Kaw); 4. Robert Lily (Kaw); 5. Jason Thomas (Yam).
125 NOV: 1. Shawn McElvogue (Suz); 2. Tim Hoole (Suz); 3. John Verska (Suz).
125 INT: 1. Tim Enoch (Kaw).
PRO: 1. Chuck Whitmore (Suz); 2. Quint Smith (Suz).
250 BEG: 1. Art Tistik (Hon); 2. Eric Bringesser (Yam); 3. David Schmidt (Hon); 4. Robert Baldwin (Yam); 5. Jeff Hamblin (Hon).
250 NOV: 1. Tim Slayton (Yam); 2. Kit Palmer (Hon); 3. Norman Hall (Yam); 4. Dale Galford (Hon); 5. Bill Scott (Yam).
OPEN BEG: 1. Craig Reeper (Kaw); 2. Tom West (Hon).
OPEN INT: 1. Ron Lawson (Hon).
VET NOV: 1. Louis Springer (Yam); 2. Kitty Mayfield (Suz); 3. Kim Palmer (Yam); 4. Randy Evans (Suz); 5. Bill Kalpakoff (Yam).
VET INT: 1. D.R. Clement (Yam); 2. Mark Matheis (Suz); 3. Rich Winkler (Hon).
VET EX: 1. Ron Lawson (Hon); 2. Tom Feldhaus (Hon).

Vohland dominates Sacto Raceway MX

By Nuklear Neukam

SACRAMENTO, CA, AUG. 25

Yoko USA/Bieffe/FMF/Team Green-sponsored, Tallon Vohland was the dominate force at Sacramento Raceway Park's CMC Summer Series Friday Night Stadium Motocross races and the proof was a perfect score in both the 125 and 250cc Pro classes, which earned him the top Pro money.

In 250cc Pro action, Vohland had to contend with Kawasaki-mounted Ray Crumb in the first moto after Suzuki hotshot Lowell Thompson experienced early problms and dropped off the leader's pace. Vohland held off Crumb for the win, while Kawasaki ace Ron "Alien" Allen followed in for third. Breaking up the green-streak was Jimmy Robertson who finished fourth aboard his Suzuki, while Honda-mounted Scott Myers and Thompson took fifth and sixth, respectively.

Moto two was a three-way duel with Vohland, Crumb and Thompson out in front. Vohland secured the overall with another win, while Thompson aced Crumb for second. Crumb still finished the evening with second overall, while third overall went to Allen, who took fourth in round two. Thompson was fourth overall, while Robertson had to settle for fifth and fifth overall.

Vohland and Suzuki-mounted Greg Tirheimer were all alone in the 125cc Pro class (running with the 500cc Pros) but their match race was a crowd-pleaser, as they diced back and forth while displaying their aerial-acrobatic skills on the jumps. In the end, Vohland topped Tirheimer both motos for the overall.

Sean Conley and Clayton Blood went at it again in the 500cc Pro class, as they swapped moto wins in another of their battles.

In the first moto Conley took control of the lead and started to pull away from Blood, while Jon Nicolaus followed in third. When the white flag came out, Blood opened up the throttle and passed Conley. Conley made a couple of mistakes on the final lap and Blood took advantage of them. With one turn to go Blood hooked up and shot by a surprised Conley for the win.

Try as he might, Blood could not catch Conley and the win in round two, which gave Conley the overall. Blood was second overall, while another third for Nicolaus put him third overall.

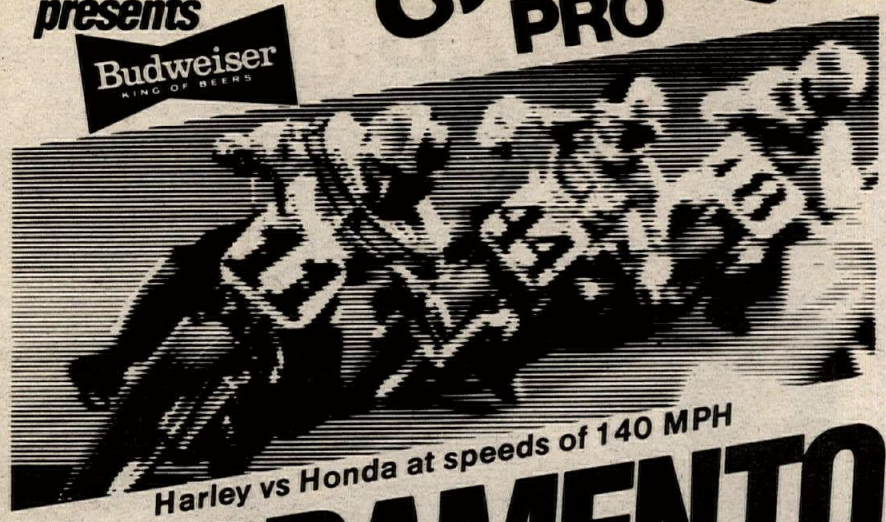
Results

125 PRO: 1. Tallon Vohland (Kaw); 2. Greg Tirheimer (Suz).
250 PRO: 1. Vohland (kaw); 2. Ray Crumb (Kaw); 3. Ron Allen (Kaw).
500 PRO: 1. Sean Conley (Kaw); 2. Clayton Blood (Hon); 3. Jon Nicolaus (Kaw).
125 INT: 1. Brett Hamilton (Kaw); 2. Jason Hill (Hon).
250 INT: 1. John Thomas (Kaw); 2. Jerry Wright (Kaw).
500 INT: 1. Ken Schroder (Hon); 2. Steve Spaans (KTM).
50: 1. Jared Washabaugh (Hon); 2. Hoke Smith (Suz); 3. Beau Perry (Hon).
60: 1. Andy Gregg (Kaw); 2. JJ Cummings (Kaw); 3. Andy Hansen (Hon).
80 BEG D-1: 1. Shawn Burrell (Suz); 2. Casey Jones (Kaw); 3. Brian Thordsen (Yam).
80 BEG D-2: 1. Burrell (Suz); 2. Jones (kaw); 3. Tim Campbell (Kaw).
125 BEG D-1: 1. Mark Weldy (Kaw); 2. Dave Calderon (Yam); 3. Dan Murphy (Kaw).
125 BEG D-2: 1. David Ball (Kaw); 2. Murphy (Kaw); 3. David Adams (Kaw).
125 JR: 1. Magic Mechem (Kaw); 2. Bob Gramm (Yam); 3. Brendt Rozelle (Suz).
250 BEG D-1: 1. Dennis Kritzer (Yam); 2. Eric Vanagriff (Hon); 3. Tim Benoit (Kaw).
250 BEG D-2: 1. Kritzer (Yam); 2. Benoit (Kaw); 3. Brent Holloway (Yam).
250 JR D-1: 1. Dan Allen (Kaw); 2. Ken Wise (Suz); 3. Tim Compton (Kaw).
250 JR D-2: 1. Darrin Graviet (Yam); 2. Sam Soracco (Hon); 3. Eric Fisch (Suz).
VET JR: 1. Bill Perkins (Hon); 2. Paul Conners (Suz); 3. Ed Simms (Hon).
500 JR: 1. Jim Tipton (Hon); 2. Bob Austin (Hon).
500 BEG: 1. Glen Brickey (Kaw); 2. Dan Nelson (Hon); 3. Mark Riggle (Hon).

Chris Agajanian presents

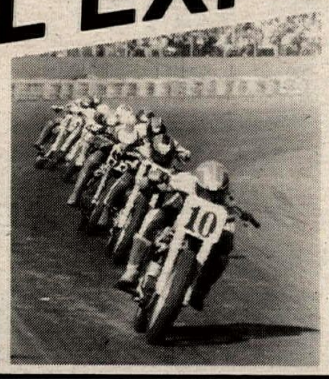
CAMEL PRO

Budweiser KING OF BEERS



Harley vs Honda at speeds of 140 MPH

SACRAMENTO MILE CAL EXPO



AMA SANCTIONED

CAMEL CHALLENGE

Sat. Oct 7, 1989

EXECUTIVE LODGE · DOLLAR RENT A CAR · 93 Rock · HARLEY-DAVIDSON Harley-Davidson Dealers Association of Northern California, Inc. · KRAK AM 1140

Bass Tickets (916) 395-BASS · DISCOUNT FILCO CENTERS · TENCO CAT · Howe Ave. Box Office (916) 920-1121

Gates Open 5:30 pm · Time Trials 6 pm · First Race 8 pm

GULF COAST SANDBLASTERS, INC.

Loggy Bottom Enduro

October 8, 1989

Round 9 — S.E.R.A. Series

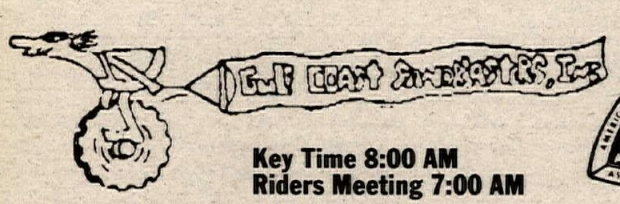
Information call Mark Murphy

(601) 374-1243

SOUTHERN ENDURO RIDERS ASSOCIATION

POINT-PAYING EVENT

BELL HELMETS



Key Time 8:00 AM

Riders Meeting 7:00 AM

AMA SANCTIONED EVENT

NMA SANCTIONED

YSR-50 Racing

AMAGO RACEWAY: 9/17, 10/15, 11/12

ADAMS KART TRACK: (RIVERSIDE) 10/1, 12/2 & 3 (Endurance Race)

Also classes for Scooters, Pocket Bikes & Exotics.

For Info Call Rick Degan

(213) 868-8112

Gates Open 8am - Sign Up 9am.

GFI/PERRIS RACEWAY 1989 SCHEDULE

Sat. Sept. 23 — GFI Super Saturday MX Perris Raceway and GFI at Night.

Sun. Sept. 24 — GFI Super SoCal Fall MX Series Glen Helen OHV Park *$1,000 Pro Purse*

(714) 788-5853

CANDIES CREEK MX

Sept. 30/Oct. 7

Info: (615) 479-3470

(615) 554-3392

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series
9/24 Pergusa, Sicily
10/8 Oran Park, Australia
10/15 Manfield, New Zealand

International Six Days Enduro
9/25-30 Waldurn, West Germany

ICE/Budweiser World C'ship Ice Speedway
1/11-13/90 Tucson, AZ
Info 602/299-0206.

Camel Pro/AMA Grand National C'ship Dirt Track Series
*9/30 Gardena, CA H/M
*10/7 Sacramento, CA M
* Will include Camel Challenge race.
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series
9/23 Castle Rock, WA TT
*10/14 Mesquite, TX HM
Info 614/891-2425

AMA Regional C'ship Dirt Track Series *
9/22 Castle Rock, WA TT
Info 614/891-2425

AMA/EBC Brakes Endurance Road Race Series
10/14-15 Talladega, AL
10/27-29 Daytona Beach, FL
Info 704/684-4297

AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series
10/14-15 Talladega, AL
10/27-29 Daytona Beach, FL
Info 704/684-4297

AMA 125/500cc Nat'l C'ship MX Series
9/24 Binghamton, NY
10/1 Delmont, PA
10/8 Budds Creek, MD
10/15 New Berlin, NY
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
10/15 W. Greenwich, RI
10/29 Redding, CA

AMA/Wiseco/Yamaha Grand Nat'l Cross Country Series
10/8 Bunner Ridge, WV
10/29 Mt. Morris, PA

AMA Nat'l C'ship Hare Scramble Series
10/22 Flat River, MO
11/12 Wrentham, MA
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
10/22 Lucerne, CA
Info 614/891-2425

AMA/CCS Road Race Series
Mountain Region
9/24 Denver, CO
Salt Lake Region
10/1 Salt Lake City, UT
South Central Region
9/23-24 Hallett, OK
Southeast Region
10/14-15 Talladega, AL
Southwest Region
10/7-8 Phoenix, AZ
Info 704/684-4297

AMA/CCS U.S. Twin Sports Road Race Series
10/14-15 Talladega, AL
10/28-29 Daytona Beach, FL

IDBA Nat'l C'ship Drag Race Series
10/13-15 Commerce, GA
Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series
9/29-10/1 Bradenton, FL
10/7-8 Phoenix, AZ
10/28-29 Baytown, TX
11/3-5 Palmdale, CA
11/17-19 Gainesville, FL
Info 315/735-1661

AMRA Nat'l C'ship Drag Race Series
10/7-8 Clarksville, TN
Info 312/250-0838

SCRA Drag Race Series
9/23-24 Greensboro, NC
10/29 Farmington, NC
Info 919/697-7690

WERA/Toyota/Dunlop Formula USA Nat'l C'ship Road Race Series
10/7-8 Indianapolis, IN
11/4-5 Braselton, GA
Info 803/681-9372

WERA/EBC Brakes Nat'l Endurance Road Race Series
9/30 Shannonville, CAN
10/7 Clermont, IN
11/3 Braselton, GA
Info 803/681-9372

WERA Nat'l C'ship Road Race Series
Northeast/Mid-Atlantic Region
9/30-10/1 Garrettsville, OH
10/14-15 Summit Point, WV
Southeast Region
9/30-10/1 Faulkville, GA
North Central Region
9/23-24 Grattan, MI
10/7-8 Clermont, IN
Mid-Central Region
10/7-8 Clermont, IN
South Central Region
10/7-8 Hallett, OK
Pacific Region
9/30-10/1 Rosamond, CA
Info 803/681-9372

WERA Grand Nat'l Final
11/1-5 Braselton, GA

NETA C'ship Trials Series
9/23 Meriden, CT
10/14-15 Conway, NH
10/29 Chepachet, RI
Info 617/695-1506

STRA C'ship Trials Series
9/30-10/1 Cullman, AL
10/15 Winchester, TN
10/29 Cleveland, GA
11/12 Pigeon Forge, TN
Info 615/967-3008

NESC C'ship Motocross Series
10/1 Southwick, MA
10/8 Middleboro, MA
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
11/12 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
9/24 Adams, MA
10/15 W. Greenwich, RI
11/5 Stafford, CT
11/19 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series
10/8 Fishouse, NY
10/22 South Central, MA
11/12 Wrentham, MA
Info 203/875-5757

ECEA C'ship Enduro Series
9/24 Brandonville, PA
10/8 Grenloch, NJ
10/15 W. Greenwich, RI
10/29 Bear, DE
11/12 Warren Grove, NJ

SETRA C'ship Enduro Series
9/24 Jimison, AL
10/1 Cochran, GA
10/8 Tallahassee, FL
10/22 Chattanooga, TN
11/12 Maplesville, AL
1/14/90 Charleston, SC
1/28/90 Sumpter, SC
2/18/90 Clinton, SC
3/4/90 Pelion, SC
3/11/90 Maxeys, GA
4/1/90 Lenoir, NC
4/15/90 Palatka, FL
4/29/90 Lake City, FL
Info 404/532-6832

SETRA C'ship Hare Scramble Series
11/6 Myrtle Beach, SC
11/TBA Cullman, AL
2/11/90 Maxeys, GA
2/25/90 Sumter, SC
3/25/90 Bremen, GA
4/TBA Cullman, AL
Info 404/987-4094

New York Hare Scrambles Series
10/22 S. Edmeston, NY
11/5 Palmyra, NY
Info 315/682-8017

WNYSC Motocross Series
10/1 Batavia, NY
10/15 Batavia, NY
10/22 Little Genesee, NY
10/29 Batavia, NY
Info 716/594-0482

OMRRA Road Race Series
9/24 Portland, OR
10/15 Portland, OR

SERA Enduro Series
9/24 Jimison, AL
10/8 Saucier, MS
10/22 Crystal Springs, MS
11/5 Watson, LA
11/12 Selma, AL
Info 504/748-8569

NCHSA Hare Scrambles Series
11/12 Reidsville, NC
Info 919/776-1767

AHRMA-West (CVRG) Vintage Road Race Series
*10/29 Sonoma, CA
* Tentative
Info 217/568-7764.

AHRMA Nat'l Vintage MX Series

10/14 New Berlin, NY
10/22 Brentwood, CA
Info 217/568-7764.

AHRMA-West (CVRG) Vintage MX Series

10/22 Brentwood, CA
11/19 Tulare, CA
Info 217/568-7764

AHRMA Vintage Trials Series

10/15 Livermore, CA
12/10 Kettleman, CA
Info 217/568-7764

ATA C'ship Trials Series

10/8 Corral Canyon, CA
10/29 Lucerne Valley, CA
11/12 TBA

Iowa Enduro Series

9/24 Ainsworth, IA
10/1 Bartlett, IA
10/29 Waterloo, IA
Info 515/279-3962

Virginia C'ship Hare Scrambles Series

10/1 Martinsville, VA
10/15 Newport News, VA
11/5 Chesapeake, VA
Info 804/255-4620

ARRA C'ship Series

10/21-22 Willow Springs, CA
11/11-12 Willow Springs, CA
12/16-17 Willow Springs, CA
Info 805/966-5700

NWMA C'ship Enduro Series

9/24 Mount Vernon, WA
10/1 Tenino, WA
10/8 Belfair, WA
10/29 Bellingham, WA
11/19 Bellingham, WA
Info 206/943-1559

NWMA C'ship Off-Road Series

11/12 Shelton, WA
11/25 Seattle, WA
12/3 Shelton, WA
Info 206/943-1559

Mickey Thompson Off-Road C'ship Series

9/30 Las Vegas, NV
10/28 No. Cal., CA
Info 714/938-4100

MRA C'ship Series

9/24 Denver, CO
*Tentative
Info 303/443-7446

FGPRA C'ship Road Race Series

10/1 Sebring, FL
11/12 Sebring, FL
12/17 Sebring, FL
Info 813/665-4098

Florida Gold Cup Series

9/24 Reddick, FL
10/1 Ocala, FL
10/8 Dade City, FL
10/15 Tallahassee, FL
10/22 Ocala, FL
10/29 Reddick, FL
11/5 Tampa, FL
11/12 Dade City, FL
Info 813/822-8929.

AFM North C'ship Series

10/29 Sonoma, CA
Info 415/327-0908

USBA Road Race Series

10/1 Salt lake City, UT
Info 801/546-0216

SCORE Int'l Off-Road Series

11/9-12 Presidente Baja 1000 Ensenada, Baja CA, Mexico
5/11-13/90 Off Road World C'ships Phoenix, AZ
Info 818/889-9216.

SRA Grand Prix C'ship Series

9/24 Carlsbad, CA
10/15 Rosarito Bch, Baja, Mex.
10/29 San Bernardino, CA
11/19 Perris, CA
Info 714/957-2985

Grans Prix de Baja Series

10/21 San Felipe, B.C., Mex.
Info 818/340-5750

ADRA Int'l C'ship Desert Race Series

11/18 Lukeville, AZ

PITS C'ship Trials Series

10/22 Santa Cruz, CA
11/11 Patterson, CA
11/19 Auburn, CA
12/10 Patterson, CA
Info 209/293-4768

Black Jack Enduro Series

10/1 Stillwater, OK
10/15 Tulsa, OK
10/29 Oklahoma City, OK
Info 918/438-3388

Sabine Enduro Circuit

11/12 Munester, TX
3/4/90 Austin, TX
4/22/90 Nacogdoches, TX
5/6/90 North Central, TX
Info 409/722-7926

South Texas C'ship Hare Scrambles Series

9/24 Rockne, TX *
10/1 Trinity, TX **
10/8 Sabinal, TX ***
10/22 Somerville, TX **
11/5 High Grove, TX *
11/19 /Alvin, TX **
12/3 Hidden Valley, TX ***
12/10 Bastrop, TX **
1/14/90 Zars, TX ***
1/28/90 Bandera, TX *
Info * Austin Motosports Assn. 512/282-0819
** Trail Riders of Houston 713/251-7339
*** Dirt Bikers of San Antonio 512/438-7594

WMXA Nat'l C'ship Series

10/8 Palmdale, CA

WMRRA Road Race Series

10/8 Seattle, WA
Info 206/263-3597

CMA C'ship Supercross Series

9/23 Montreal, Que., CAN

RACE Eastern Canada Challenge Series

9/23-24 Shannonville, Ont., CAN
9/30-10/1 Shannonville, Ont., CAN
Info 416/862-8821

Missouri Hare Scrambles Series

9/24 Flat River, MO
10/8 Branson, MO
10/22 Flat River, MO

N. Indiana Hare Scrambles Series

9/24 Burr Oak, IN
10/29 Burr Oak, IN

CMC/Dodge Truck Trans Cal MX Nat'ls

9/23 Dixon, CA
9/24 Marysville, CA
9/30 Adelanto, CA
10/1 Adelanto, CA
Info 714/261-6116

Honda/GFI So Cal Fall Series

9/24 San Bernardino. CA
9/30 Perris, CA
Info 714/788-5853

NMA/Yamaha Gold Cup MX Series

9/30 Richland, WA
10/8 Richland, WA
Info 208/667-8515

SEPTEMBER						
S	M	T	W	T	F	S
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

• Denotes Pro Payback

September 20

OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 21

OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 21-22

WASHINGTON TT
• AMA/Mt. St. Helens MC. Darell Davis Western Regional, Fri. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 264-2144.

September 22

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CMC/Agajanian Enterprises. Ascot Park, Gardena. Info 714/261-6116 or 213/321-5323.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
Riverside SX, Marietta. Info 803/895-3569 or 836-7319.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 22-24

NEVADA GRAND PRIX
• Best in the Desert Grand Slam C'ship Series, #3. Mesquite Gran Prix. Mesquite. Info 702/457-5775.

September 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Coleta Valley MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CMC/Dodge Trucks Trans Cal Series. Argyll Park, Dixon. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CANADA SUPERCROSS
• CMA Supercross Series. Olympic Stadium, Montreal, Quebec. Info 416/522-5705.
CONNECTICUT TRIALS
NETA C'ship Series, Round #8/ Meridan MC. Meridan. Info 617/695-1506 or 401/333-0523.
DELAWARE HALF MILE
• AMA/First State Racing. Georgetown Speedway, Georgetown. Info 302/678-2440.
DELAWARE DIRT DRAGS/ SUPERCROSS
• Delmarva Dirt Drag C'ship Series/ Eastern Regional SX C'ship Series. Seaford Speedway, Seaford. Info 302/629-6535.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
Orange County Raceway, Orlando. Info 407/351-4156 or 568-2271.
FLORIDA MOTOCROSS
FL MX Club. Zuber MX, Zuber. Info 904/867-1340 or 622-9400.
GEORGIA MOTOCROSS
GA State Fall Series. Bremen MX, Bremen. Info 404/920-1033 or 941-8464.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.

Speedway Season WRAP-UP

ORANGE COUNTY FAIRGROUNDS • COSTA MESA
Gates Open 6:30 PM • First Race 8:00 PM

September 22
"Legends Of Speedway"
Old Timer's Night featuring former World Champion BRUCE PENHALL and all the great speedway stars from the past!
PLUS 50's Night With 50's Music

SEASON FINALE
Team Racing-Fan Appreciation
Photo Album
FREE Photos
September 29

U.S. NATIONAL CHAMPIONSHIP
Saturday October 7

★ One Night ONLY
★ Top Riders Competing
★ See the National Champion Crowned #1

Adult Reserve $18.00
Child Reserve..... $9.00
Adult G.A..... $15.00
Child G.A. (6-12)..... $7.00
UNDER 5 FREE

TICKETS OR INFO:
International Speedway Inc.
P.O. Box 3334
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(714) 492-9933

VISA MasterCard TICKETMASTER

AMA SANCTIONED

EXPERIENCE NEW ENGLAND'S FINEST
100 MILE NATIONAL
RANKED "BEST NEW ENGLAND ENDURO" 1988
Rhody Rovers Presents the
LITTLE RHODY NATIONAL ENDURO
October 15, 1989
West Greenwich, RI
Arrowed from Exit 5A - Rte 95
A "RIDER FRIENDLY" COURSE

EAST COAST ENDURO ASSOC.

RHODY ROVERS MC

SHORTENED COURSE FOR C RIDERS, SUPER SENIOR & WOMENS DIV.

Camping: Primitive camping at the start. NO OPEN FIRES. NO RIDING IN THE CAMPING AREA
Info: (401) 821-8955 or (401) 397-3076

CRC
SUNDAY SEPT. 24, 1989
Los Angeles County Raceway
Palmdale, California

DON'T MISS IT!
Membership Not Required

8:00 a.m.	Parade Lap
8:15 a.m.	80cc Women Vintage
9:10 a.m.	All Quads
10:00 a.m.	CRC Vets
10:55 a.m.	All Beginners
12:00 Noon	Parade Lap
12:30 p.m.	All Novice
1:25 p.m.	All Int./Pro
2:20 p.m	(+25) Jr. Vets
3:15 p.m.	Team Race

Overnight Camping Must be in by 8 p.m.
EACH CLASS RACE 45 MINUTES
20% TROPHIES • SUPER FINISHER PINS
CASH TO PROS
No post entry penalty for 2nd class entered
MAIL ENTRY $20
Non-Member $25
POST ENTRY $25
Non-Member $30

Mail entrees and two (2) legal size self-addressed, stamped envelopes (SASE)
CALIFORNIA RACING CLUB 37045 Ran Dr., Palmdale, CA 93550
1989 CRC Membership Available For info call (805) 272-8889

ICE
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BUDWEISER INDOOR SPEEDWAY ICE RACING WORLD CHAMPIONSHIP
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(213) 868-8112
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National Motosport Association

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125 - 500 PRO-NATIONAL

Rain or Shine

Budds Creek, Maryland

October 8, 1989 - 1 p.m.

TEAM HONDA: Johnson • Stanton / O'Mara • Kehoe
TEAM SUZUKI: Ward • Lechien
TEAM KAWASAKI: Dymond • Bradshaw
TEAM YAMAHA:

Featuring —

World Moto-Cross Champions

Jean-Michel Bayle Trampas Parker

*Both riders are projected to win championships at press time.

NO GLASS BOTTLES

GRASS SEATING

"SPECIAL INTERMISSION SHOW"

MONSTER TRUCK

CHAMPIONSHIP OCT. 8th

BIG FOOT vs. VIRGINIA GIANT vs. BLACK STALLION

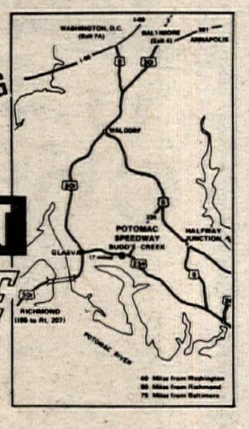
Amateur Day Saturday, Oct. 7. 1989

All Classes of Motorcycles and Quads
For both Moto-Cross and Hare Scrambles

SIGN-UP —
FRIDAY 3 - 9 p.m.
SATURDAY 5 - 7 a.m.

(Pro Party Friday Night)
WEEK-END ADMISSION $22.00

FREE CAMPING



MOTOCROSS ACTION magazine | 7 ELEVEN | SCOTT USA | CAT | Gear | DIRT BIKE

FREE CAMPING

NATIONAL SUNDAY TICKET $15.00
CHILDREN $10.00

(301) 475-2000

SAVE $3.00 on advance tickets at Ticket Center locations - Hecht Company Stores or call track for information

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AFM ROAD RACING 1989

October 29 Sears Point

1134 Crane St. #216
Menlo Park, CA 94025
(213) 326-5679
(415) 327-0908
North Chapter

GRAND PRIX So. Cal. DOUBLE CROSS

October 8
Perris GP
40%
Trophy Day

(714) 371-6333

Race Schedule

Practice	8:00 a.m.
Quads	8:30 a.m.
Srs. & Vintage	9:30 a.m.
Master, Jr's, Nov's Beg's	10:30 a.m.
Vet's	11:30 a.m.
Mini & Women	12:30 p.m.
Exhibition	1:30 p.m.

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CMC **Race With The Best**

1989 Dodge Trucks/CMC Trans-Cal Motocross Series
Saturday, Sept. 23
Argyll Park *1 Day, 2 Tracks
Sunday, Sept. 24
Marysville/Riverfront *1 Day, 2 Tracks

CA (714) 261-6116

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Edmonson County Raceway, Brownsville. Info 502/286-8334 or 879-8114.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
NEBRASKA ARENACROSS/ SHORT TRACK
Kam Raceway, Hastings. Info 402/ 463-4717.
NEVADA MOTOCROSS
Las Vegas MX Park, Henderson. Info 702/365-1080.
NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsports Park, Delta. Info 419/822-3286 or 476-2312.
OHIO SHORT TRACK TT
• All Pro Night. Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/796-4754 or 452-7415.
OHIO SHORT TRACK
Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City. Info 405/485-2415.
PENNSYLVANIA SUPERCROSS
Toyota SX. Trail-Way Speedwaya, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/637-7041 or 693-2915.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS SHORT TRACK/ STADIUMCROSS
• Boyd Raceway, Boyd. Info 817/ 433-5587.
WASHINGTON SHORT TRACK
• AMA 600 Nat'l C'ship Dirt Track Series. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 264-2144.

September 23-24

CANADA ROAD RACE
• RACE Eastern Canada Challenge Series. Shannonville, Ontario. Info 416/862-8821.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MISSOURI TRIALS
AITRA Tri-State Series. Quarry Cup, Kansas City. Info 515/442-3403.
NORTH CAROLINA DRAGS
SCRA Series. Piedmont Dragway, Greensboro. Info 919/697-7690.
OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.
OKLAHOMA ROAD RACE
Hallett Roadrace Club/AMA/CCS South Central Region. Hallett. Info 405/789-7145.
OREGON ROAD RACE
3rd Round Pacific Northwest Triple Crown of Vintage Road Racing/ OMRRA. Portland Int'l Raceway, Portland. Info 503/221-1487.
TEXAS ROAD RACE
Texas Sportbike Assn. Texas heritage Center, Austin. Info 512/ 444-7482.

September 24

ALABAMA ENDURO
AMA/SERA/SETRA C'ship Series. Birmingham Trials & Trails/Jemison Jaycees. Bama Barkbuster Enduro. Jemison. Info 404/987-4094.
ALABAMA MOTOCROSS
• Circle C MX, Tallassee. Info 205/ 257-3378 or 263-5409.
ARIZONA MOTOCROSS
• AMXA/Honda. Thunder Valley Sports Park, Mayer. Info 602/993-4954.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Trans Cal Series. Yuba City. Info 714/261-6116.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA OFF ROAD RACE
Miller High Life Off Road. Glen Helen OHV Park,San Bernardino. Info 714/880-1733.
CALIFORNIA HARE & HOUND
AMA/D-37/Shamrock MC. Searles Station. Info 818/248-4889.
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
• Honda/GFI Racing So Cal Fall Series. Glen Helen OHV Park, San Bernardino. Info 714/788-5853.
COLORADO MOTOCROSS
SRAC. Prairie Hill Promotions, Inc. Berthoud. Info 303/988-7722.
COLORADO ROAD RACE
MRA. Second Creek Raceway, Denver. Info 303/443-7446.
DELAWARE HALF MILE
• AMA/D-6 & 7/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
FLORIDA ENDURO
FTR C'ship Series. Suncoast Trail Blazers. CroomMC Park, Brooksville. Info 813/461-7717.
FLORIDA MOTOCROSS
Florida Gold Cup Series. Marion County, Reddick. Info 813/822-8929.
FLORIDA MOTOCROSS
Glades MX Assn. County Line Speedway, Clewiston. Info 813/983-7759.
GEORGIA MOTOCROSS
Rough Riders Inc. Rome. Info 404/ 234-7561 or 295-1901.
ILLINOIS MOTOCROSS
• Splinter Creek Dirt Riders, Fosterburg. Info 618/254-9539.
INDIANA HARE SCRAMBLE
Red Fox TNT, Lynnville. Info 812/ 985-9459.
IOWA ENDURO
Iowa Enduro Series.Ainsworth. Info 515/279-3962.
KANSAS HARE SCRAMBLES
KORR 2-Man HS C'ships. Caldwell. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
AMA. Pendleton Co. Rec. Park, Gardnersville. Info 606/472-3442.
MARYLAND MOTOCROSS
• AMA/D-7. Antietam MC, Hagerstown. Info 301/797-8686.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Mohawk. Adams. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA Series. Log Road TNT, Coldwater. Info 517/522-4380.
MICHIGAN TRIALS
AMA/MOTA/Bent Fenders MC. Memphis. Info 313/439-8123.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI MOTOCROSS
Rolling Hills MX, McComb. Info 504/664-4297 or 684-2471.
MISSOURI HARE SCRAMBLES
Flat River Chamber of Commerce. St. Joe State Park, Flat River. Info 314/431-3690.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. North Platte. Info 308/532-6660.
NEVADA MOTOCROSS
• CMC/NV Event Promotions. Silver State Raceway, Carson City. Info 702/782-7903.
NEW YORK TT SCRAMBLES
NY State C'ship. Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NEW YORK MOTOCROSS
• AMA 125/500 Nat'l C'ship Series. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NEW YORK ROAD RIDE
Woodstock MC. British bikes only. Town Center, Woodstock. Info 914/ 679-2051.
NORTH CAROLINA MOTOCROSS
AMA. Devils Ridge MC, Sanford. Info 919/776-2412.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks clubgrounds , Amherst. Info 216/988-9100.
OHIO MOTOCROSS
• Morristown Raceway Park, Morristown. Info 614/782-1015.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/655-7266.
PENNSYLVANIA ENDURO
ECEA C'ship Series. Moonshine Enduro. Valley Forge Trail Riders, Brandonville. Info 215/873-7584.
PENNSYLVANIA MOTOCROSS/ HARE SCRAMBLES
M & G Racing. PA State C'ship MX. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA POKER RUN
Reading MC. Oley Clubgrounds, Oley. Info 215/987-6422.
TENNESSEE MOTOCROSS
• Thunder Hill MX, Cleveland. Info 615/479-1340 or 472-6248.
TENNESSEE MOTOCROSS
• Carthage MX Raceway, Carthage. Info 615/735-9319 or 735-2966.
TENNESSEE MOTOCROSS
AMA/TN State C'ship Series. Boyd's Creek MX Park, Sevierville. Info 615/453-8947 or 453-8546.
TENNESSEE MOTOCROSS
B & J MX, Inc. Clarksville. Info 502/522-6389.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS CROSS COUNTRY
TCCRA 50 Mile. Oak Hill MX, Alvord. Info 214/561-40844 or 581-5359.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.
TEXAS HARE SCRAMBLES
South Texas C'ship Series. AMSA, Rockne. Info 512/282-0819.
VERMONT MOTOCROSS
VT MX Assn. Berkshire. 802/933-2022.
WASHINGTON ENDURO
NMA Series. Webfoot. Skagit MC, Mount Vernon. Info 206/943-1559.
WASHINGTON MOTOCROSS
• CMC. Seattle Int'l Raceway, Seattle. Info 206/825-4502.
WASHINGTON HILLCLIMB
• Clicker Race Promotions. Jolly Rogers Raceway, Seattle. Info 206/ 246-8484.
WYOMING MOTOCROSS
Casper Dirt Riders, Glenrock. Info 307/577-5791 or 577-1267.

September 27

OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 28

ILLINOIS TT
Am Nat'l Qualifier. Central IL MC, Mattoon. Info 217/895-3355.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 29

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CMC/Agajanian Enterprises. Ascot South Bay Stadium, Gardena. Info 213/321-5323.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
ILLINOIS SCRAMBLES
Central Illinois MC, Mattoon. Info 217/895-3355.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
• All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
SOUTH CAROLINA SUPERCROSS
Riverside SX, Marietta. Info 803/ 895-3569 or 836-7319.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

Sept. 29- Oct. 1

CALIFORNIA RALLY/RIDE
Kawasaki Southwest Concours Owners Group. Mammoth Mountain Inn, Mammoth Lakes. Info 818/441-6701.
FLORIDA DRAGS
• Dragbike! USA Nat'l C'ship Series. 12th Annual Florida Nat'ls. DeSoto Memorial Drg Strip, Bradenton. Info 315/735-1661.

September 30

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA MOTOCROSS
Ventura Raceway, Oxnard. Info 805/656-1122.
CALIFORNIA DESERRT RACE
AMA/D-38/Fudpucker Racing Team. Plaster City Blast III, Superstition Series. Imperial County, Plaster City East, El Centro. Info 619/427-5759.
CALIFORNIA SHORT TRACK
• Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
• Honda/GFI Racing So Cal Fall Series. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA MOTOCROSS
Orange County Raceway, Orlando. Info 407/351-4158 or 568-2271.
FLORIDA MOTOCROSS
FMC. Ocala MX Park, Ocala. Info 1/800/OCALA MX.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
GA State Fall Series. Bremen MX, Bremen. Info 404/920-1033 or 941-8464.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS SCRAMBLES
Belleville Enduro Team, Inc. Belleville. Info 618/277-DIRT.
INDIANA MOTOCROSS
ead's Racing Unlimited. Baer Field Raceway, Fort Wayne. Info 219/594-2649 or 594-2974.
KENTUCKY MOTOCROSS
Edmonson County MX, Brownsville. Info 502/286-8334.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
NEBRASKA ARENACROSS/ SHORT TRACK
Kam Raceway, Hastings. Info 402/ 463-4717.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
OHIO TT SCRAMBLE
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO SHORT TRACK
• Mathias Raceway, New Philadelphia. Info 216/859-2408.

OHIO SUPERCROSS
● Professional Supercross Park, Lucasville. Info 614/259-4672.
OHIO MOTOCROSS
Honda Hills, Thornville. Info 614/228-6960 or 323-3766.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/485-2415.
PENNSYLVANIA SHORT TRACK
Toyota Series. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Racer Productions. Bell-Co Amateur Day. Steel City USA, Delmont. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/625-4300.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir. Info 615/637-7041 or 693-2915.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE SAND DRAGS
● West Tenn. Sand Drags, Inc. Friendship. Info 901/656-2320.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS STADIUMCROSS/SHORT TRACK
TDTA. Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON MOTOCROSS
NMA/Yamaha Nat'l Gold Cup Series. Richland. Info 208/667-8515.

Sept. 30-Oct. 1

ALABAMA TRIALS
STRA C'ship Series, Rd. 6 & 7. Cullman. Info 615/967-3008 or 205/967-3033.
CALIFORNIA MOTOCROSS
● CMC/Dodge Trucks Trans Cal Series. Sunrise Cycle Park, Adelanto Info 714/261-6116.
CANADA ROAD RACE
● RACE Canadian C'ships. Sat. Endur., Sun. Superbike C'ship. Shannonville, Ontario. Info 416/862-8821.
NEVADA SHORT TRACK TT
NNATV. Churchill County Fairgrounds, Fallon. Info 916/331-3237 or 702/867-3430.
MICHIGAN MOTOCROSS
AMA/D-14. Iron Mustangs. Mustang Acres, Brighton. Info 313/229-9719.

October 1

ALABAMA POKER RUN
Off Road Poker Run. Between Talladega and Ashland. Info 205/362-3173 or 831-9112.
CALIFORNIA MINI ROAD RACE
NMA. Adams Kart Track, Riverside. Info 213/868-8112.
CALIFORNIA GRAND PRIX
Dirt Diggers GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
● CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA ROAD RIDE
San Francisco MC. Kings Calvary Breakfast Run. San Francisco. Info 415/657-2087 or 991-4170.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
COLORADO MOTOCROSS
SRAC. Rocky Mountain Promotions. Lakewood. Info 303/988-7722.
COLORADO TRIALS
RMTA Series #7. Gordon Gulch (Nederland). Info 719/475-2018 or 841-2014.
DELAWARE MOTOCROSS
AMA/D-7/First State Racing. Diamond Motorsports MX Series. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
FLORIDA MOTOCROSS
Florida Gold Cup Series. Ocala MX Park, Ocala. Info 813/822-8929.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-4103 or 788-8227.
GEORGIA MOTOCROSS
Rough Riders, Inc. Rome. Info 404/234-7561 or 295-1901.
GEORGIA ENDURO
Cochran Fun Run, Cochran. Info 404/987-4094.
GEORGIA MOTOCROSS
Whitesburg MX Club, Whitesburg. Info 404/942-5930.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
INDIANA HARE SCRAMBLES
AMA/D-15/Stoney Lonesome MC, Columbus. Info 812/379-2312.
INDIANA HARE SCRAMBLES
Haspin C'ship HS Series. Haspin Acres, Laurel. Info 317/827-0952.
IOWA ENDURO
Iowa Enduro Series. Barlett. Info 515/279-3962.
KANSAS HARE SCRAMBLES
KORR 2-Man HS C'ship. Sprockets (River). Info 316/945-8221.
KENTUCKY HALF MILE/RALLY
● AMA. Plus Vintage races/swap meet/field meet. Riverside Downs, Henderson. Info 502/444-7593.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Tri-State, Winchester. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Motocross 338, Southwick. Info 413/772-0685.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
NEVADA MOTOCROSS
Fernley Old Timers/OVTHG/Silver State MX. NV Fall C'ship Series. Fernley. Info 702/885-0233 or 322-4311.
NEW JERSEY MOTOCROSS
● AMA. Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK ROAD RIDE
Woodstock MC. British bikes only. Woodstock Green (Town Center), Woodstock. Info 914/679-2051.
NEW YORK MOTOCROSS
WNYSC Series. Silvarole's Batavia Moto Park, Batavia. Info 716/272-0741 or 594-0482.
NEW YORK MOTOCROSS
AMA/D-34/Metropolitan Sports Committee. Ace MX, Wappingers Falls. Info 914/462-0570.
NORTH CAROLINA MOTOCROSS
● NAME Fall Series. Montrose MX, Raeford. Info 919/342-4492 or 875-3805.
OHIO MOTOCROSS
Malvern Moto Sport Park, Malvern. Info 216/669-3504.
OHIO MOTOCROSS
AMA/D-11. Season Finale. Kenworthy's MX Park, Troy. Info 513/335-7111 or 335-4763.
OHIO HARE SCRAMBLES
Mansfield MC, Mansfield. Info 419/524-1347.
OHIO HARE SCRAMBLE
CRA. Amherst Meadowlarks, Amherst. Info 216/988-9100.
OHIO SHORT TRACK/TT
Pike Run Moto Park, Londonderry. Info 614/772-2708.
OKLAHOMA MOTOCROSS
● Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
PENNSYLVANIA SWAP MEET
Reading MC clubgrounds, Oley. Info 215/987-6422.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6/Reading Off Road Riders. Pagoda MC, Birdsboro. Info 215/926-3181.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
● AMA 125/500cc Nat'l C'ship Series/Racer Productions. Steel City USA, Delmont. Info 304/594-1157.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Hell Hole Creek MX, Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
Big Valley Raceway, Woodbury. Info 1-800/231-0600 or 800/342-1681.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/453-6145 or 428-0718.
TEXAS HARE SCRAMBLES
South TX HS C'ship Series. Trail Riders of Houston, Trinity. Info 713/251-7339.
UTAH ROAD RACE
USBA Series/Yamaha. Bonneville Raceway, Salt Lake City. Info 801/546-0216 or 582-1175.
VIRGINIA HARE SCRAMBLES
VA State C'ship/CMC. Blue Ridge Cycle Club, Martinsville. Info 703/647-7621 or 632-1161.
VIRGINIA MOTOCROSS
● AMA/D-13/T & M Racing. SME, Dillwyn. Info 919/473-5407.
WASHINGTON ENDURO
NMA Enduro Series. Roadrunners MC, Tenino (Johnson Cr). Info 206/943-1559.
WASHINGTON MOTOCROSS
● CMC/SMC. Jolly Rogers, Seattle. Info 208/228-7119.
WISCONSIN HILLCLIMB
D-23. Valley Springs, Ellsworth. Info 715/594-3534.
WYOMING TRIALS
WY State C'ship. Casper. 307/237-9036.

October 4

OKLAHOMA MOTOCROSS
● Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.

October 5

OHIO SHORT TRACK
All Pro-Motions Inc. Burbank Sports Arena, Burank. Info 216/624-2852.

October 6

CALIFORNIA MOTOCROSS
● CMC/Agajanian Enterprises. Ascot South Bay Stadium, Gardena. Info 714/261-6116 or 213/321-5323.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE SHORT TRACK/SUPERCROSS
● Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Inc. Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
Riverside SX, Marietta. Info 803/895-3569 or 836-7319.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

October 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
● C.V. Enterprises. Coleta Valley MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
Burnmsville MX, Burnsville. Info 205/875-8401.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA ANTIQUE SHOW/SWAP MEET
So. Cal. Chapter AMC 15th Annual Show/Swap Meet. El Camino Jr. College, Torrance. Info 714/898-5536 or 213/323-6264.
CALIFORNIA MOTOCROSS
PRRA. Hollister Hills, Hollister. Info 415/968-1599.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

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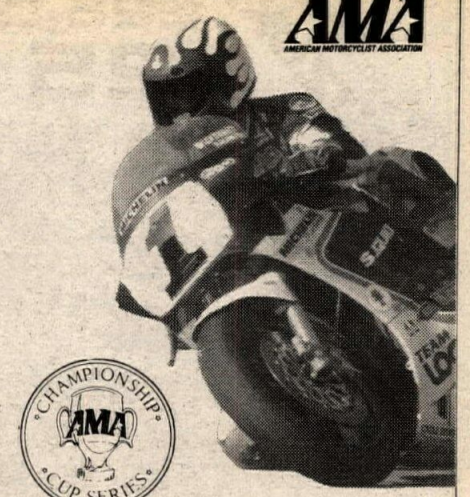

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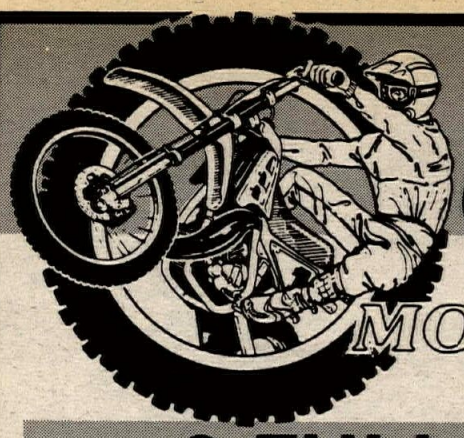

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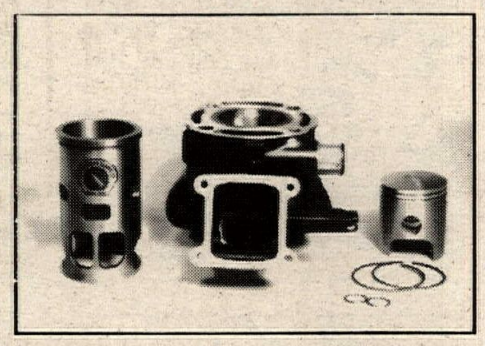

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PHOTO BY TERRY REZEK

Phil Lawrence piloted his Honda to the 250cc Pro class win with double-moto victories at Los Angeles County Raceway.

Backes doubles at Mankato MX

By Rolfe Otterness

MANKATO, MN, AUG. 27

Brandon Backes snared overall victories in two tough classes at the Kato Cycle Club's second District 23 motocross of the year, winning in the 125cc Youth division and the Mini Senior class.

Mike Atkinson led through the first turn in the first Mini Senior moto, but Backes jumped out front before the completion of the first lap. Atkinson held second with Robbie McDowell and Jim Povolny battling over third. Povolny got a better drive through the whoops near the midpoint of the race to take over third. Mark Getz and Craig Cunningham collided near the end of the race while contesting fifth and Ben VanCleve took over to trail McDowell at the checkered.

Atkinson, once again, led the way in the second moto, while Backes had to deal with a poor start. He worked his way by Povolny to hold second by the end of the first lap, then reeled in Atkinson's Suzuki to take over the lead. At the end Backes prevailed over Atkinson, Povolny and McDowell.

The Kato Club's members put in long hours to install their newly acquired watering system in time for the event, and conditions were nearly ideal throughout the day. With the earlier addition this year of their new starting gate they have managed to greatly improve their track.

In the 125cc C class, Russ Wiltschick and Rick Doffing battle over the lead early in the first moto, but Doffing couldn't get by despite a frenzied dash through the whoops. Wiltschick went on to build a solid lead by the end of the race. George Hodkinson cruised to third over Mike Bragg.

Doffing took over the front-runner position from Mike Raicke in the first few turns of the second moto and went on to win. Raicke held on to second while Wiltschick moved up to take third over Shawn Corcoran.

Pat Riley led most of the first lap in the 250cc A class only to slide out in a 180 degree turn, handing the lead to Chris Hughes. Rob Engstrom displaced Hughes with a masterful blast through the whoops and went on to build a big lead. Riley recovered to take second

Jim Scott paced the pack for the first lap in the next moto only to see Engstrom get by on the next lap. Engstrom cruised out front for three laps while Riley supplanted Scott in second. Engstrom slid out while out in front by five seconds and Riley inherited the lead. Despite a berserk last lap dash, Engstrom couldn't catch him and Riley took the win on his Burnsville Motorsports'-backed Honda. Scott and Chad Winecke filled the top four.

Results

25 PLUS: 1. John Niemi; 2. James Scott Jr.; 3. Scott Steinle.
YTH: 1. Brandon Backes; 2. Cory Keeney; 3. Mike Luoma.
P/W: 1. Lance Cunningham; 2. Dan Edmonson; 3. Ryan Broughton.
MINI JR: 1. Tim Pospisil; 2. Billy Edmonson; 3. Ryan Smolach.
MINI SR: 1. Brandon Backes; 2. Mike Atkinson; 3. Jim Povolny.
SR C: 1. A.J. Kazlauskas; 2. Jim Povolny; 3. Rick Lambrecht.
SR A: 1. Brian Carney; 2. Dan Zelazny; 3. Mike McNeil.
S/SR: 1. Robert Adams; 2. Jerry Becker; 3. Marlon Illg.
125 C D-1: 1. Rick Doffing; 2. Russ Wiltschick; 3. Mike Bragg.
125 C D-2: 1. Mark Gregor; 2. Peter Ashley; 3. Kurt Fosberg.
125 B: 1. Steven Mitchell; 2. Mike Luoma; 3. Brandon McKean.
125 A: 1. Robbie Engstrom; 2. Pat Donaho; 3. Eric Metzger.
250 C D-1: 1. Greg Kalis; 2. Tim Bentfield; 3. Tom Peterson.
250 C D-2: 1. Mark Gregor; 2. Shawn Lewis; 3. Patrick Long.
250 B: 1. Mickey Mickelson; 2. Jay Thompson; 3. Dave Weseman.
250 A: 1. Pat Riley; 2. Robbie Engstrom; 3. James Scott Jr.
OPEN C: 1. Greg Kalis; 2. Brian Byrne; 3. Mark Stailavich.
OPEN A: 1. Chris Bense; 2. Rusty Sorensen; 3. Curt Cohrs.

Carlisle cruises to LACR MX win

By Terry Rezek

PALMDALE, CA, SEPT. 1

Ryan Carlisle was back on his Kawasaki KX125 and proceded to wrap up the 125cc Pro class win at L.A. County Raceway.

Carlisle grabbed the holeshot in the first moto of the 125cc Pro/Intermediate moto and led for one lap before Phil Lawrence flew by over the tabletop jump. Lawrence extended his lead and took the win over Carlisle.

In the second moto, intermediate Dana Wiggins beat Carlisle off the line, while Lawrence was hampered by a midpack start. However, a pile-up occurred which also claimed Lawrence, leaving him without any chance of catching Carlisle.

The leader developed a comfortable advantage after passing Wiggins, still having plenty of time to spare when he crashed late in the moto.

Wiggins went on to take the overall victory in the 125cc Intermediate class over Mickell Brix and Mike Bulley.

Lawrence was back for the 250cc Pro race and came out of the gate with Todd Lehman and Rich Truchinski only inches behind him. About 100 yards from the start, Lehman went down, taking Truchinski with him. Lawrence sailed on for the win and Truchinski got up first to finish second with Lehman third.

The start of moto two was almost a replay of the first. This time, however, Truchinski went down on his own and failed to finish the moto. Lawrence took the moto and the overall win with Lehman second.

Roy Bremenour swapped moto wins with David Oliver in the 125cc Novice class. Bremenour, however, won the tie-breaking second moto for the overall victory.

Mike Pichette made good use of a come-from-behind ride to win the first 250cc Beginner moto, with Steve Charbonneau finishing second.

Pichette's luck didn't hold up in the second moto when he jumped the green light and got hung up in the backwards-falling gate. Back in 14th, Pichette began moving up through the pack but could go no further than fourth. Meanwhile, Charbonneau was enjoying the action up front and took the moto win for the overall victory, as well.

Results

80 BEG: 1. Jason Heller (Suz); 2. Brian Korn (Suz); 3. Jeremy Heller (Suz); 4. Jesse Vreeken (Suz); 5. Mark Metcalf (Suz).
80 NOV: 1. Scott Johnson (Suz); 2. Marc Lippert (Suz); 3. Bobby Lukezich (Kaw).
SR EX: 1. David Rogers (Hon); 2. Phil Haskell (Suz).
VET BEG: 1. Mitch Banks (Hon); 2. Danny Gonzales (Yam); 3. Joe Ward (Yam); 4. Mike Haines (Yam); 5. Danny Bernadino (Yam).
VET NOV: 1. Bret Geening (Kaw); 2. Kelly Gray (Yam); 3. Mark Neal (Yam); 4. John Sullivan (Yam); 5. A. Dusty Rode (Kaw).
VET INT: 1. Dave O'Brien (Yam); 2. S. Michael Bryant (Kaw); 3. Mike Gosselaar (Suz); 4. Greg Benton (Suz); 5. Mike Van Acker (Kaw).
VET EX: 1. Larry Roeseler (Kaw); 2. Mike Bosworth (Suz); 3. Joe Broussard (Suz); 4. Terry Davis (Kaw).
JR VET BEG: 1. Stanley Norwoods (Kaw); 2. Rick Scott (Yam); 3. David Mullen (Suz); 4. Wade Carley (Hon); 5. Dan Thompson (Hon).
JR VET NOV: 1. Dennis Jacobsen (Hon); 2. Dean Jennings (Kaw); 3. Keith Burnloth (Hon); 4. Brain Part (Yam); 5. Ron Hupfeld (Hon).
JR VET INT: 1. Scott Stearns (Suz); 2. Karl Allen (Hon).
JR VET EX: 1. John Greenway (Hon); 2. Jim Sendelbach (HOn); 3. Quinton Smith (Suz).
125 BEG: 1. Ron O'Byrne (Suz); 2. Aaron Van Dyck (Yam); 3. Cory Davis (Suz); 4. Deacon James (Yam); 5. John Haskell (Suz).
125 NOV: 1. Roy Bremenour (Hon); 2. David Oliver (Kaw).
125 INT: 1. Dana Wiggins (Yam); 2. Mickell Brix (Hon); 3. Mike Bulley (Yam); 4. Jeremey Albrecht (Kaw); 5. Joel Albrecht (Kaw).
125 PRO: 1. Ryan Carlisle (Kaw); 2. Phil Lawrence (Yam).
250 BEG: 1. Steve Cahrbonneau (Hon); 2. Mike Pichette (Hon); 3. Able Lara (Kaw); 4. Peter Yauri (Hon); 5. Brent Wheeler (Hon).
250 NOV: 1. Cuch Dempsey (Hon); 2. John Burton (Suz).
250 INT: 1. David Soma (Yam); 2. Mike Bulley (Yam).
250 PRO: 1. Phil Lawrence (Yam); 2. Todd Lehmann (Hon); 3. Rich Truchinski (Yam).
500 BEG: 1. Keith Brown (Kaw); 2. David Pera (Hon); 3. Jason Neal (Hon); 4. Vince Blankenship (Hon).
500 NOV: 1. Karl Allen (Hon).

Bimota Superbike

(Continued from page 11)

Bimota had to narrow the powerband and go for revs — and lots of them. The power delivery is fierce. Though it'll trickle off from a standstill just like a modern two-stroke racer does, not much happens till the readout on the TDD digital tachometer indicates 8000 rpm and the Bimota starts to "carburate" — if you can use that term for a bike fitted with EFI!

From 9500 rpm upwards there is truly explosive horsepower on tap. But since the rev limiter on the Weber/Marelli EMS is set at 13,000 rpm, and peak power is delivered at 12,200 rpm, you have almost exactly the same powerband as with a GP two-stroke — without the benefit of a power valve system to smooth out the delivery!

The result is like riding a modern GP bike with the power valve disconnected. You must try at all costs not to let the revs drop too low, so that you don't have to cope with the sudden transition between power off and power on. You can't ride the Bimota like, say, a V-four Honda, with its much wider spread of torque and far easier power delivery. The Italian bike is a highly-strung, excitable Latin lovely, compared to the more inscrutable, placid-but-still-powerful Japanese bike. This makes use of the gearbox much more of a key factor than you might otherwise expect with a four-stroke, hence Bimota's decision to alter the internal ratios to obtain better use of the available power. It also means that changing up without use of the clutch is desirable, to make sure that not a single vital rpm is lost, though to my surprise the Bimota crank still has a lot of flywheel effect, so there's a fair degree of inertia to keep the show on the road, revs-wise, as well as for purposes of engine braking — not that the massive and highly effective Brembos need a lot of help.

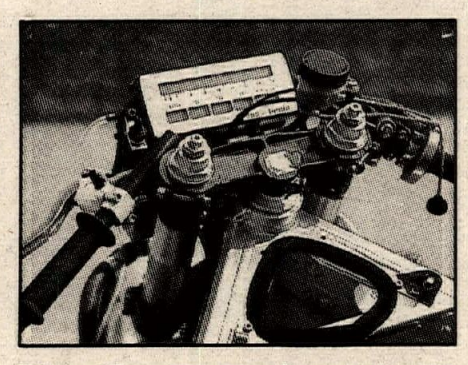
Having said that, I can think of another bit of data they could usefully slot into the comprehensive display on the ultra-light, carbon-fiber TDD unit, which in addition to thousands of rpm across the top, also advises the rider of such fascinating details as the air pressure inside the airbox, fuel consumption, water and oil temperatures and rpm in hundreds in the bottom, right-hand corner. All this is overkill, and Falappa cheerfully admits he almost

These cool air ducts were tested for the first time at Rijeka.

never looks at anything except the 1000s of rpm, which I personally found much harder to read than an old-fashioned, analog instrument with a needle, which you can read instinctively simply by its position on the dial, without looking at the numbers. New is not always better. However, a digital readout to tell you what gear you're in would be useful, as with the ratios so close together and the engine note scarcely varying between ratios, it's hard to tell if you're in fifth or sixth coming past the pits.

If the YB4EIR is much more difficult to ride than I expected on account of the hyper-developed nature of the engine, this impression is heightened, rather than lessened by the EFI. Whereas on the YB4EI roadster the Weber/Marelli system results in a smoother, more delicate and lighter throttle, which permits a greater degree of precision in use (especially in partial openings), the race bike is quite the opposite. Not only is the action stiffer, presumably on account of the stronger spring needed to counteract the suction effect of the race motor, but the abruptness with which the power comes on in part-throttle situations makes the Bimota a very hard bike to ride around slow corners off the powerband — or, I would imagine, in the wet, as Tardozzi found to his cost in New Zealand at the end of last season when he lost the World title. If you close the throttle fully or partly, like in Rijeka's tricky hairpin which tightens up as you exit it, the engine chimes back in again very suddenly, making a jerky progression around slow corners hard to avoid. Again, it hasn't the flexibility of a Honda, and the sudden power delivery also makes it easy to unhook the rear tire, as I discovered more than once coming out of this slow turn.

But the corollary of this hard-to-live-with power delivery is that once pointed in a reasonably straight line, and with the engine howling in five

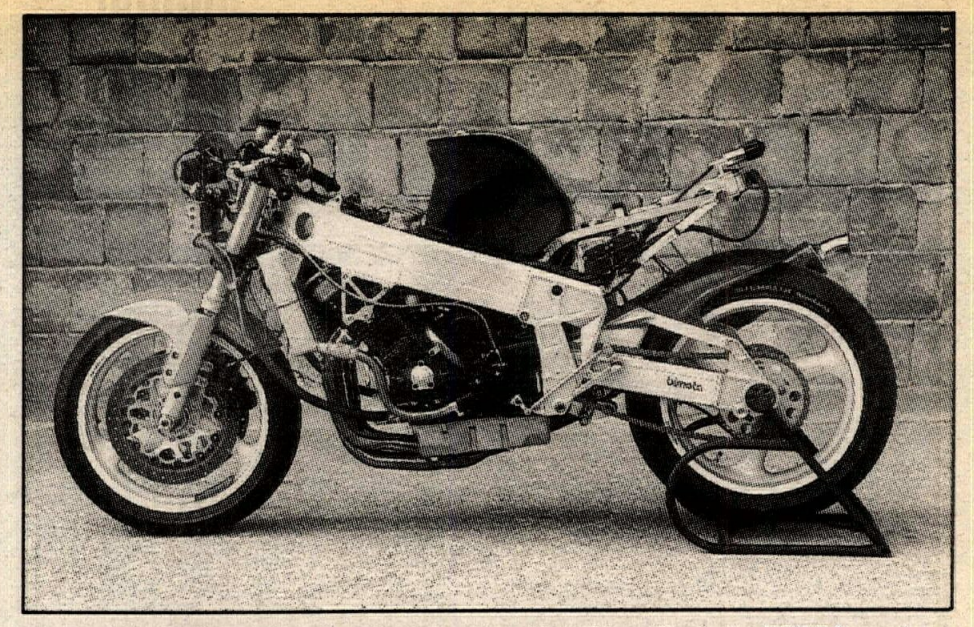


Digital instruments keep tabs on all vital functions, including rpm.

figures, the Bimota simply rockets forward, wriggling and weaving as great gobs of power are unleashed to the rear Michelin. Scaling right on the Superbike class minimum at 165 kg. (363 lbs.) dry, the Bimota's 132 bhp doesn't give it quite such a dramatic power-to-weight ratio as a modern GP 500, but not by much. Acceleration is truly impressive, while on top speed this 750cc four-stroke wouldn't be giving a lot away to a 500cc two-stroke, having been timed at nearly 170 mph at Brainerd, and 180 mph expected as geared for the long straights of Hockenheim, Germany.

One reason for the noticeable degree of flywheel inertia is perhaps to obtain this top speed, but whatever the case, the Bimota is certainly amongst the fastest, if not *the* fastest bike in the Superbike class at present — except for that amazing Ducati . . .

It's also almost certainly the best-handling, a fact which enables Falappa to make his breathtaking runs up the inside of the leading group of riders with impunity. A key factor here is the superb Brembo brakes, which have lots of feel but the ability to stop a truck if used to their maximum potential. Braking from the YB4's top speed (around 160 mph on Rijeka gearing) into the first turn past the pits, I eventually wound myself up to doing so at the 175-meter board for the third-gear left-hander, though watching Falappa later, he was waiting a good 25 meters more. Fantastic. Yet,



The Bimota YB4EIR Superbike employs the older, Yamaha FZ750 engine, rather than the newer FZR, and wraps it in huge twin aluminum spars.

having waited that long to throw out the anchors, you can do so secure in the knowledge that the Bimota chassis and Ohlins suspension will get you around the ensuing corner as if you were on rails. Big Ears' Marzocchi forks felt less responsive by comparison, being too stiff on compression so that I couldn't feel the road and what the front tire was doing in the same way as with the Ohlins, and they also made the bike feel a bit higher in front, with correspondingly slower steering. The Ohlins are, of course, another factor in making full use of the Brembo's massive braking potential, never deflecting thanks to their sturdy 53mm outer upper tubes, and 44mm lower inners, so that the suspension keeps working at all times to full advantage. It's the first time I've ever ridden a bike fitted with the scarce Swedish-made forks, and now I can begin to appreciate why so many teams and riders consider them The Business.

At the rear, both Marzocchi and Ohlins-equipped bikes felt equally good, especially in the last corner at Rijeka, a 270-degree left where you have to gas it hard to get maximum drive down the straight just as you ride into a little dip. The Bimota never thought twice about how to handle this awkward undulation in the road surface, met while the rider's cranked over and the suspension already partially compressed by the wide-open throttle: the rear end just compressed some more, without freezing or bottoming out and causing a slide, enabling the fierce horsepower of the engine to catapult me down the straight again; off for another lap in vain pursuit of Falappa on the prototype Tesi . . .

If I thought Falappa was a star after watching him terrorizing the more experienced opposition aboard the Bimota this season, after riding the bike he does so with, I *know* he is! The ultimate version of the YB4 line is a fast, fierce motorcycle whose explosive power delivery is only made usable by its finely-honed chassis. Even so, it's a bike that few riders would take readily to extracting the most from week after week, so perhaps it's just as well that Falappa's road racing experience is so limited. That way, he doesn't know how much easier it is to ride a Honda! To achieve what he has done on a bike that is so difficult to ride is a true mark of Falappa's talent; no wonder other team managers are already casting covetous eyes on the rider who could well be one of the stars of road racing at the highest level in the 1990s. The thought of him on a GP 500, especially a works V-four, sets the taste buds tingling.

At the same time, Bimota has shown by the way they've developed the FZ motor, and have succeeded in harnessing its explosive power successfully, that they still have few rivals in the black art of chassis design. Together, they and Falappa will represent stiff competition in whatever field of racing they plan to move into in the future. •

Bimota YB4EIR

Engine type	DOHC, water-cooled, transverse, in-line, four-stroke four
Bore x stroke	68.3 x 51.5mm
Displacement	749cc
Compression ratio	12:1
Fuel/ignition	Weber/Marell electronic EFI/EMS
Horsepower	132 bhp
Torque	N/A
Valves per cylinder	Five
Lubrication	Oil, wet sump
Redline	13,000 rpm
Primary drive	Gear
Final drive	Chain
Final drive ratio	N/A
Frame	Aluminium twin-spar
Rake	24.3 degrees
Trail	3.92 in.
Front suspension	Ohlins inverted telescopic forks
Fork tube diameter	44mm
Front wheel travel	N/A
Rear suspension	Swingarm with rising rate linkage and monoshock Ohlins unit
Rear wheel travel	N/A
Front brakes	Twin 320mm Brembo discs with four-piston Brembo calipers
Rear brakes	Single 230mm Brembo disc with two-piston caliper
Front wheel	3.50in. Marchesini
Rear wheel	5.50in. Marchesini
Front tire	12/60-17 Michelin radial slick
Rear tire	180/67-17 Michelin radial slick
Claimed dry weight	363 lbs.
Overall length	N/A
Overall width	N/A
Overall height	N/A
Wheelbase	54.8 in.
Seat height	N/A
Ground Clearance	N/A
Fuel capacity	N/A
Top speed	170 mph (as timed at Brainerd, MN)
Manufacturer	Bimota SpA, Rimini, Italy

RESULTS

Road Race
Terre Haute, IN
Aug. 30
By Dick Osborne

F-1
Dennis Miller 78
Kevin Bedsworth 68
Guillermo Novillo 56
Bill Martin 52
Alvin Barber 48
F-2
Bill Martin 80
Craig Throssell 64
Ron Molina 66
Bob Windt 18
Randy Bland 53
F-S
Guillermo Novillo 78
Dennis Miller 60
Kevin Bedsworth 66
Bill Martin 60
Craig Throssell 44

Road Race
AHRMA Historic Cup
RR Series Round 7
Heartland Park
Topeka, KS
Sept. 3

750 SPTSMN
Michael Eiland Yam
Stan Keyes Nor
Keith Martin Tri
Scott Serritella Nor
James Gubelmann Tri
500 SPTSMN
Ed Abdo BSA
Chris Helland Duc
Brad Mobley Hon
Jeff Ryan Tri
Steve Bowling BSA
350 GP
Tom Keister Dux
Don Fromm Duc
Craig McLean H-D
CL C
Mike Smith Rei
Al Knapp H-D
Beno Rodi R-E
PREM 500
Craig McLean Hon
Jeff Ryan Tri
Steve Bowling BSA
750 GP
Pat Moroney H-D
Tom Marquardt Hon
Keith Martin Tri
Stan Keyes Nor
Pat Conroy H-D
2-STRK GP
John Louck JML
John Turner H-D
Kevin Roberson Yam
Tim Richards Suz
250 GP
Tom Keister Duc
PRE 1948
Al Knapp H-D
Steve Coe H-D
Beno Rodi Nor

Motocross
The Challenger MX
Clarksville, PA
Sept. 3
By Jack Lentz

OPEN A G-1
Emery Anden Kaw
Gregg G. Simmen Hon
Dennis J. Olliver Hon
Gene M. Wigfield Hon
125 A G-1
Shane K. Slother Hon
Mark A. Neiderhiser Honn
John Lewis Hon
Rodney A. Phillips Yam
Tony Waugaman Yam
125 B G-1
Gregory D. Kerinbrook Kaw
Kevin Musser Hon
Billy G. Lamberson Hon
Ron A. Cancilla Suz
Brian Tremblay Hon
SR G-1
Jack Machuta Jr. Hon
OPEN C G-1
Scott A. Rowskovski Hon
Patrick J. Sweeney Kaw
Charles N. Saloom Hon
Kevin J. Kroneberg Hon
Gary M. Phillips Yam
250 C G-1
Richard D. Ream Yam
Brian T. Burkett Yam
Richard L. Logan Kaw
Kevin R. Higgs Hon
Edward Kubic Hon
125 C G-1
Marlin M. Miller Hon
James R. Fry Hon
James H. Churley Jr. Kaw
Dave A. Cherry Hon
Chris Desantis Yam
65 G-1
Chad N. Holderbaum Yam
85 JR G-1
Dale Mahgfrey Yam
85 INT G-1
Shawn D. Cochran Yam
Jason Allen Davis Suz
Sonny Morocco Suz
85 SR G-1
Jon Zonin Suz
Brian Defoggi Suz
Jason A. Lohr Kaw
OPEN B G-1
David Blauman Hon
George Sosnick Hon
Dean K. Auen Hon
250 A G-1
Mark A. Neiderhiser Hon
Rodney A. Phillips Yam
John Lewis Hon
Gregg G. Simmen Hon
250 B G-1
Billy G. Lamberson Hon
Bryan Hunter Suz
Brian Tremblay Hon
Jeff S. Ellenberger Hon
Doug M. Lowry Gib
85 AM G-1
Jon Zonin Suz
125 SB G-1
Ron A. Cancilla Suz
Brian Pochiba Kaw
Gregory D. Kreinbrook Kaw
51 G-1
John Machuta III Yam

Motocross
Mosier Valley MX Pk
Euless, TX
Sept. 1
By Renee Cordray

250 NOV
Bobby Christiason Suz
Bill Fleming Suz
David Garner KTM
Bill Tichenor Kaw
Scott Crews Suz
OPEN NOV
Martin Talbot Hus
Jim Bob Morris Kaw
Kent Sears Yam
Mark Benson Kaw
Mike Southerland Hus
60
Aaron Selden Kaw
Joe McIntyre Kaw
Jason Eckloff Hon
Cody MacBrown Kaw
Michael Medford Jr. Kaw
OVER 25
Roger Hardman Suz
Jerry Hill Suz
Mike Dozier Yam
Steve Perdue KX
50
J.R. Patrono Yam
Matt Dais MM
Shane Doughty Yam
Dusty Fountain Yam
Josh Wartchow Hon
80 BEG
Casey Cheatham Kaw
Matt Day Kaw
Greg Duvall Kaw
Brian Knapp Kaw
Scott Gray Kaw
OVER 30
Hazen Smith Hon
Vernon Patterson Yam
John Talbot Hus
Mike Swiabeck Hon
OVER 30 EX
Steve Mack Kaw
Jerry Hill Suz
Larry Massey Yam
80 NOV
Joey Pratt Kaw
Matt Goleman Suz
J.J. Spencer Kaw
Billy Akers Kaw
David Abshire Hon
125 BEG
Jon Calame Kaw
Chris Gerich Yam
Steve Morgan Hon
Rodney Tedder Kaw
David Ramey Yam
OVER 21/125 BEG
Kevin Haggard Suz
Mike Seiler Kaw
Leonard Bollman Yam
Joe Rafael Kaw
Robert Tedder Kaw
OVER 21/250 BEG
Bill Fleming Suz
Raymond Bowden Kaw
Gary Van Dewerker Yam
Dan Ginter Yam
Carvol Key Hon
80 OPEN
Joey Pratt Kaw
Matt Goleman Suz
Billy Akers Kaw
Jerry Hill Jr. Suz
Casey Cheatham Kaw
250 BEG
Tiger Johnson Yam
Chad Crawford Hon
Brian Thomason Hon
Dennis Skinner Yam
James Rodriguez Kaw
125 NOV
Doug Gill Hon
Bub Moore Kaw
Billy Bell Hon
Roy Choalt Yam
Robbie Floyd Hon
COMB INT
Jason Edwards Kaw
Troy Smith Hon
Chad Clark Kaw
Kent Elliff Hon
Dan McKinley Yam
COMB EX
Dennis Hawthorne Kaw
Terry Tinney Kaw
Greg Denison Hon
David Widmer Suz
Clay Branch Suz

Motocross
I-40 Race Park
Lenoir City, TN
Sept. 2, 1989
By Lorene Sharp

50
Damian Headrick Yam
Travis Rimmer Yam
Robert Smith Yam
Dereck Blair Hon
Jesse Meadors Suz
60
Matt Harrison Kaw
Byron Robinette Kaw
Scott Blair Hon
80 JR
Matt Harrison Kaw
Byron Robinette Kaw
Chad Huffstetler Kaw
80 SR
Todd Huffstetler Kaw
Tracy Nelson Hon
Jamie Harrison Kaw
125 C
Bill Lemons Kaw
Jeff Ray Suz
Robert Buchman Hon
Chad Iturbe Hon
Wayne Harrison Kaw
250 B
David Lamberth Yam
250 C
Lonnie Abbott Suz
Dusty Walker Suz
Bill Lemka Suz
OPEN
Ron Nelson Hon
Jack Wilkerson Yam
Bert Carpenter Hon
U/L AM
Bill Lemons Kaw
Wayne Harrison Kaw
Sam Welshan Yam
25+
David Lamberth Yam
Paul Wolf Kaw
30+
Ron Nelson Hon
Eddie Keller Hon
Larry Finchum KTM
Bill Lemka Suz
Randy Meadors Su
ENDR
Mike Willard KTM
Robin Tiles Kaw
Andy Welshan Suz

Trials
AMA/NATC National
C'ship Observed
Trials Series
Goldbar, WA
Sept. 2

C'SHIP
Jonny Anderson Hon
Mark Manniko Fan
Kipp Webb Fan
Tom Farr Bet
Stan Bakgaard Yam
SPTMN
Sven Bley Hon
Bim Miller Fan
R.W. Clark Bet
Keith Patterson Fan
Aaron Force Fan
H-SCH
Mike Gunns Fan
Don Petrick Fan
SR 30
Howard Galbreath Yam
Jeff Kingsford Fan
Dean Bulloch
Blaine Dougherty Mer
Mark Grillo Fan
SR 35
Brad Screen Bet
Keith Adams Yam
Larry Drawhorn Yam
Gary Lawver Fan
Jim Plunkett Hon
S/SR 40
Bob Pick Yam
John Husman Fan
Lawrence Schnelzle Bet
Mark Lewis Hon
S/SR 45
Billy deGaris Bet
Ken Marecak Yam
VET 50
Art Webster Yam
Bill Wachendorfer Bet
Bill Thompson Yam

Scrambles
Central Illinois MC
Mattoon, IL
Sept. 3
By George Hinthorn

50
Mike Bertolina Yam
Miek Gehler Yam
60
Shane Garrisson Kaw
Quiint Eslinger Yam
Randy Smith Hon
MINI
Daniel Dotson Hon
Shane Garrison Yam
Chris McNutt Yam
Wayne Monroe Suz
125
Daniel Dotson Yam
Dave Stanfield Kaw
200
Chad Batter Kaw
John Lamback Kaw
Tom Sutton Suz
Matt Collier Suz
Jim Kidman Hon
250
Dan Carter Hon
Doni Holeman Hon
Bryan Graybeal Hon
Dana McNeil Hon
John Lambrick Kaw
400
Mike Tipton
Mark Augenstein Bul
500
Reed Bertolino W-R
Aaron Crockett Rtx
Rick Knuth Rtx
Eddie Heiden Hon
Rick Anders Hon
OPEN
Carl Bleichner Yam
Rick Clark Yam
Phil Uphoff Yam
Kerry Grove Yam
Roger Henning Yam
SR
Dan Williams C-A
Les Eslinger Yam
George Collins Hon
Mark Mathys H-D
Jeff Chishan Rtx

Motocross
NESC
Lewiston, ME
Sept. 3
By Andy Calisewski

125 NOV
Chris Young Yam
Scott Brintnall Hon
Kevin Judson Kaw
Scott Laine Yam
David Remenik Yam
250 NOV
Paul Dalzell Yam
Eric Kane Kaw
Tom Norton Kaw
Eric Gonzalves Yam
Bill Rozmajzl Kaw
OPEN NOV
David Berquist ATK
Tim Sokoloski Suz
Tom Norton Kaw
Scott Labnon Suz
Grant Schaffner Hon
VET 30-34
Dan MacNeil Hon
Nick Duprey Suz
Mike Degaetano Yam
David Clemence Hon
Rich Marshall Hon
S/VET
Ron Vincent Yam
Bob Swatik Hon
Gary Mikalson Hon
Ed Longacre Yam
Ken D'Angelo Hon
PLUS 40
Bob Swatik Hon
Lou Colon Yam
Merrill Carr Hon
Peter Olson Hon
Ed Kania Yam
125 AM
Tony Lorusso Yam
Wally Silva Yam
Joe Kazmir Suz
Max Candidus Yam
Mark Roderick Hon
250/OPEN AM
Mark Bohenko Yam
Bert Drouin Suz
Kevin Lobisser Suz
Ron Jackson Suz
Rory Eastman Kaw
125 EX
John Dowd Kaw
Miek Treadwell Hon
Doug Henry Yam
Pat Barton Hon
bill Dzielak Hon
250/OPEN EX
Doug Henry Yam
John Dowd Suz
Gene Naumec Kaw
David Rudnicki Suz
David Antonucci Hon
85 BEG
Ed Lyons Suz
Roman Garbascik Hon
Joe Russo Jr. Hon
Clint Rooney Hon
Shawn Murphy Suz
85 JR
Bob Busa Hon
Ted Serpa Kaw
Adam Dupont Suz
Bill Turgeon Suz
Larry Lashway Kaw
85 SR
Jason Buzzee Kaw
John Barone Jr. Hon
Derek Burt Kaw
Jeff Debelis Suz
125 BEG YTH
Frank McKenna Hon
Marcus Moir Yam
Lee York Hon
Peter Zakras Kaw
125 JR YTH
Jim Thoma Hon
Jeff Carmignani Kaw
Del Currier Hon
Trent Lewis Yam
Joe Hidler Hon
125 SR YTH
TonyLorusso Yam
Keith Goyette Yam
Doug Conrad Kaw
Wally Silva Yam
Trevor Lewis Yam

Motocross
NESC
Lewiston, ME
Sept. 4
By Andy Calisewski

125 NOV
Jeff Flora Kaw
ScottBrintnall Hon
Tom Crothers Hon
Phil Lemere Kaw
Dan Ouellette Hon
250 NOV
Bill Rozmajzl Kaw
Bryn Smith Hon
Dan Leclere Kaw
Joe Collura Kaw
James Cormier Hon
OPEN NOV
Tim Sokoloski Suz
Bryn Smith Hon
James Cormier Hon
Scott Labnon Suz
Grant Schaffner Hon
VET 30-34
Nick Duprey Suz
Mike Degaetano Yam
David Clemence Hon
Norm Hebert Kaw
Rick Marshall Hon
S/VET
Ron Vincent Yam
Bob Swatik Hon
Lou Colon Yam
Gary Nikalson Hon
Ken D'Angelo Hon
85 BEG
Ed Lyons Suz
Joe Russo Jr hon
Clint Rooney Suz
Matt Bishop Kaw
Scott Warwick Hon
85 JR
Bob Busa Hon
David Souza Kaw
Mike Perron Kaw
Bill Turgeon Suz
Ted Serpa Kaw
85 SR
Jason Buzzee Kaw
John Barone Jr. Hon
Derek Burt Kaw
Jeff Debelis Suz
125 BEG YTH
Frank McKenna Hon
Lee York Hon
Marcus Moir Yam
125 JR YTH
Jeff Carmignani Kaw
Del Currier Hon
Jim Thoma Hon
Joe Hidler Hon
Bill Turgeon Suz
125 SR YTH
Tony Lorusso Yam
Wally Silva Yam
Jason Buzzee Kaw
Keith Goyette Yam
Trevor Lewis Yam
PLUS 40
Lou Colon Yam
Bob Swatik Hon
Merrill Carr Hon
John Barone Sr. Hon
Ed Kania Yam
125 AM
Tony Lorusso Yam
Wally Silva Yam
Max Candidus Yam
Miek Hurley Hon
Chris Znaelmo Kaw
250/OPEN AM
Mark Bohenko Yam
Steve Griff Suz
ScottChase Kaw
Bill Lacourse Kaw
Bert Drouin Suz
125 EX
John Dowd Kaw
Doughenry Yam
Bill Dzielak Hon
Mike Treadwell Hon
David Fantini Suz
250/OPEN EX
Doug Henry Yam
Gene Naumec Kaw
John Dowd Suz
Mike Treadwell Suz
Joe Mikalson Hon

Scrambles
Central Illinois MC
Mattoon, IL
Sept. 4
By George Hinthorn

50
Justin Filson Yam
Jacob Williams Yam
Josh Toungett Yam
60
Shane Garrison Kaw
Quint Eslinger Yam
Randy Smith Hon
MINI
Daniel Dotson Hon
Shane Garrisson Yam
Danian Poe
Trent Shellabarger kaw
Chris McNutt Yam
125
Daniel Dotson Yam
SteveHall Yam
Dave Stanfield Kaw
Josh Butler Kaw
Shawn Garrisson Yam
200
Matt Collier Suz
John Lambrick Kaw
Chad Butler Kaw
Tom Sutton Suz
Jim Kidman Hon
250
Bryan Graybeal Hon
Doni Holeman Hon
Jax Arnold Kaw
Dan Carter Hon
Dana McNeil Hon
400
Tom Sutton Hon
500
Aaron Crockett Rtx
Rick Knuth Rtx
Rob Collins H-D
Jim Hinthorn Hon
Robt Williams
SR
Dan Williams C-A
Les Eslinger Yam
George Collins Hon
Mark Mathys H-D
Mark Augenstein C-A
OPEN
Aaron Crockett Rtx
Bart Schmulbach Rtx
Carl Bleichner Yam
Kerry Grove Yam
Roger Henning Yam

Trials
RMTA
20th Annual UTE Cup
Coaldale, CO
Aug. 19-20

O/A
Mark Manniko Fan
Kevin Manniko Fan
Paul Webster Bet
Steve Clark Fan
David Webster Yam
Loy Burnett Yam
Mack Burnett Yam
Dale Higgenbotham Yam
Todd Clark Apr
Ronnie Snow Bet

Motocross
Mosier Valley MX Pk
Euless, TX
Sept. 6
By Renee Cordray

250 NOV
Ronald Hendrix Yam
Allen Davis Yam
Kenny Long Suz
OPEN NOV
Pat Koch Hon
Kent Sears Yam
Greg Franks Hon
Mooty Ishmaed Kaw
60
Charley Bogard Kaw
Chris Smelser Kaw
Keith Fletcher Kaw
Michael Medford Jr Kaw
JEremy Kirkland Kaw
50 A
Justin Bates Yam
SteveJackson Hon
Michael Hanna Yam
Adam Little Yam
Sean Swartz Yam
50 B
Dusty Fountain Yam
JR Swartz Yam
JR Patrono Yam
Dusty Weygawdt Yam
Robby Shinn Yam
125 BEG OVER 21
Rooney Tedder Kaw
Scott Brodnax Kaw
Marvin McCoy Hon
Gordon Skinner Yam
Scott Crews Suz
80 BEG
Matt Day Kaw
Matt Feil Kaw
Keith Beaty Kaw
ScottGray Kaw
Troy Schleuning Kaw
OVER 30
Vernon Patterson Yam
Hazen Smith Hon
OVER 30 EX
Steve Mack Suz
Larry Massey Yam
Jerry Hill
80 NOV
Joey Pratt Kaw
Trouble Crider Kaw
Matt Goleman Suz
Scotty Rice Suz
JJ Spencer Kaw
125 BEG
Zack Stockton Kaw
Van Whitley Kaw
M. Ott Yam,
Ramph Shelton Kaw
Chris Gerich Yam
250 BEG OVER 21
Mark Beavers Yam
Ray Bowden Yam
Bruce D. Ives Kaw
Carvol L. Key Hon
Mark Baxter Yam
80 OPEN
Joey Pratt Kaw
Trouble Crider Kaw
Jerry Hill Jr Suz
KC McCorkle Kaw
Matt Feil Kaw
COMB INT
Jason Edwards Kaw
Kent Elliff Hon
Todd Bates Hon
Brian Carlson Kaw
Dan McKinley Yam
OVER 25
Steve Mack Suz
Mike Dozier Yam
Vernon Patterson Yam
Jerry Hill Suz
Greg Frank Hon
250 BEG
Carlos Rainwater Hon
Tiger Johnson Yam
tim Matthews Hon
Bill Marrs Kaw
Greg Rose Suz
125 NOV
Robbie Floyd Hon
Lanny Cox II Kaw
Hazen Smith Hon
Dwayne Copelan Suz
Jeff Deas Kaw
COMB EX
Terry Tinney Kaw
Jason Upshaw Hon
Gary Benton Hon
David Widmer Suz
125 EXHIB
Terry Tinney Kaw
David Widmer Suz
Russ Schooley Kaw
Jason Upshaw Kaw

Flat Track
Winnibago Co. Frgrds
Series Final
Point Standings
Pecatonica, IL
By Ed Ahlf

250
SteveKasten 90
Steve Champine 65
Shawn Wade 28
Clarence Rupnow 26
500
Jon Dillenberg 110
Steve Kasten 80
Jim Summer 68
Dave Feggestad 31
OPEN
Dave Camlin 85
Steve Champine 81
Steve Kasten 69
Rick Gruber 58

Motocross
Coleta MX
Coleta, AL
Sept. 9
By Tammy Coker

P/W
Todd Williams
Kirt Joesey
JR MINI
Glenn Kollett
Jody Connel
NOV
Keith Morrow
Eddie Bolt
Gary Austin
Chris Williams
Robert Day
O/A
Jerry Chambers
Tommy Myers
Jeff Shealy
Ray Johnson
donald Smith
OPEN
Terry Chambers
Ray Johnson
250 B
Jeff Shealy
250 C
Donald Smith
125 B
Tommy Myers
MONEY
Jeff Shealy
Terry Chambers

Motocross
I-40 Race Park
Lenoir City, TN
Sept. 9
By Lorene Sharp

50
Robert Smith Yam
Dereeck Blair Hon
Damian Headrick Yam
Dusty Tindell Yam
Travis Rimmer Yam
60
Byron Robinette Kaw
Scott Blair Hon
Robbie Fritts Kaw
80 SR
Ryan Reed Hon
Jeff McMurray Kaw
Chris Bault Suz
Steven Robinette Kaw
Byron Robinette Kaw
125 C
Brian Ledford Hon
Doug Chapman Hon
Chad Iturbe Hon
Robert Buchman Hon
Matt Howell Hon
250 B
Larry Bolden Yam
250 C
Rick Terry Suz
Sam Welshan Yam
OPEN
Bert Carpenter Hon
U/L AM
Tim Stallings Yam
25+
Robert Buchman Hon
Steve Margle Suz
30+
Rick Terry Suz
Stephen Hackler Suz
Jerry Habel Hon
Charles Headrick Hon
Kyle Vermillion Hon
40+
Steve Margle Suz
Eddie Sharp Hon
ENDR
Jackie Davis KTM
Jason Swaney Hon
Andy Welshan Suz

Motocross
Rolling Hills MX
McComb, MS
Sept. 10
By Christy Cockerham

125 NOV
Greg Penton Yam
Adam Fastoff Suz
Juan Carbonell Yam
James Jones Kaw
Stan Amphion Hon
MIXED OPEN
Roger Harris Hon
Derin Hairford Suz
Ray Mitchell Hon
Juan Carbonell Yam
Chris Roberts Hon
EX
Allen Ross Hon
Barry Weinberger Hon
Ray McGhee Kaw
Danny Donachricha Hon
Kelly Angelette Yam
60
Ronnie Toups Kaw
Daniel Roberts Yam
Brad Cannon Kaw
Mike Rogillo Suz
Jeff Rogillo Kaw
JR MINI
Josh Valure Suz
Benjie Buckles Yam
Ron Helbert Kaw
Andy Beebe Kaw
Rocky Miller Kaw
SR MINI
Ray Mitchell Hon
Clay Robertson Hon
OPEN AM
Chris Daigle Hon
Russell Jones Hon
SR
Potts Thomas Hon
Tommy Thibaut Suz
Darron Sullivan Kaw
Wesley Wyman Hon
Tim Pray Hon
250
Chris Daigle Yam
Roger Harris Hon
Todd Lavraea Hon
Derin Hairford Suz
Leslie Heuvel Hon

Motocross
Cental Mississippi
MX Assoc.
Pearl, MS
Sept. 10
By Luther Stowers

MIXED OPEN
Kevin Windham Kaw
Scott Slay Kaw
Buddy Fitch Kaw
Mark Lowry Kaw
Joffrey Easley Kaw
BEG
James Yeager hon
Johnny Weeks Suz
250 NOV
Buddy Fitch Kaw
Jim Allen Kaw

Motocross
MRA Log Road TNT
Bronson, MI
Sept. 10
By Leann Campbell

85 7-15 EX
Eric Bowman
85 7-15 NOV
Joe Oehlhof
Miek Hershberger
Billy Jacoby
Jason Hadley
Steven Grable
125 EX
Rob Labo
Brian Campbell
125 INT
Matt Wheelright
Rick Walterspaugh
Kevin Church
Aaron Smith
125 NOV
Douglas Zimmerman
Noah Ream
Troy Burke
Charlie Sholl
Eric Sieler
125 BEG
Mike Morga
Steven Halstead
Chris Rodehaven
Sean Mulherin
Mike mulherin
250/OPEN EX
Wayne Case
Brian Campbell
250 INT
Joe Chisholm
Jamie Gayheart
Dan Kleber
Karl Kropp
250 NOV
Mike Flowers
Jeff Beerbower
Bill Burke
Alan Leatherman
Bill Jacoby
250/OPEN BEG
Bob Fink
GregHunt
Tom Fitkin
Randy Svoboda
Daryl Lowery
VET 25+
James Borden
John Black
Roger Gansen
VET 30+
Alan Bowman
Wayne Case
Bill Jacoby
Craig Blosser
David Rathke
SR 40+
Shel Dexteer
Doug Langdon
Tom Hubbard
J.R. Canaguier
Richard Leach
OLD BK
Mike Schmitz
Derek Aberle
Kevin Stone

Norris takes two at Idaho TT/Short Track

By Carly Sherman

BOISE, ID, AUG. 25-26

Troy Norris took easy victories at Friday night's short track and Saturday night's TT races.

Short track racing saw Norris grab the front spot right from the start and motor to the win, unchallenged. He was followed by Jeff Russell and Ricky Henson.

Open Amateur/250cc Expert combined racing was won by Russell. He led from the beginning to the checkers on his Yamaha. Open Amateur winner, Kurt Poston made a perfect pass under points leader Dennis Neibaur, to take second overall.

Saturday night TT racing started out with 80cc riders Mitch Ward and Trevor Sherman putting on a crowd-pleasing show.

They raced side by side, banging bars the entire race with the advantage going to Ward at the finish.

Open Expert racing brought out the red flag with a first-corner confrontation, putting Joel Huskey on the ground with a broken clutch lever. Two minutes later they were off again on the restart. Henson grabbed the lead and held on for two laps, until Troy Norris overpowered him down the front straight and headed the field.

Huskey challenged Henson for second place but couldn't make his pass attempts stick.

The finish was wheel-to-wheel with Norris up front.

Results

FRIDAY

MICRO: 1. Matt Ward (Kaw); 2. Travis Harper (Kaw).

80 AM: 1. Mitch Ward (Yam); 2. Trevor Sherman (Suz).

250 EX: 1. Jeff Russell (Yam); 2. Rodney Reynolds (Yam).

OPEN AM: 1. Kurt Poston (Hon); 2. Dennis Neibaur (Yam); 3. Glen Young (Hon).

OPEN EX: 1. Troy Norris (Rtx); 2. Jeff Russell (Rtx); 3. Ricky Henson (Yam).

SATURDAY

MICRO: 1. Matt Ward (Kaw); 2. Travis Harper (Kaw).

80 AM: 1. Mitch Ward (Yam); 2. Trevor Sherman (Suz).

OPEN VET: 1. Tom Sherman (W-R); 2. Gary Bonney (Hon).

OPEN AM:: 1. Dennis Neibaur (Yam); 2. Pat Massey (Yam).

OPEN EX: 1. Troy Norris (Rtx); 2. Ricky Henson (Yam); 3. Joel Huskey (Hon).

Brown two for two at Zuber MX

By Kyle Myers

ZUBER, FL, AUG. 27

The last race of the Summer Olympics Series was held at Zuber MX. Chris Brown, riding a Honda, won both the 125 and 250cc B classes.

In the first 250cc B moto Tom Boyland pulled the holeshot with Todd Hensley, Mike Stormant and Brown in tow. Brown passed Stormant and started to reel in Hensley. On the second lap Brown lost his rear brakes, while Boyland started to pull out a lead. Brown caught up to Hensley by doing the double.

The next lap Brown passed Hensley over the double, then three turns later Hensley stuffed Brown in the sweeper to take back the second-place position just before the white flag. Brown out-braked Hensley in the next turn and pulled away to chase Boyland, but time ran out. Boyland took the win, with Brown, Hensley and Stormant rounding out the top four.

The second moto, Hensley pulled the holeshot with Boyland, Stormant and Brown following. Brown quickly passed Boyland and Stormant, then set after Hensley. Hensley and Brown went at it for a couple of laps, until Brown passed Hensley on the double again. But he went wide in the turn and Hensley shot to the inside and stuffed Brown for the lead. A couple turns later, Brown retook the lead and pulled away slightly to win the moto and overall with Hensley taking second, Boyland third and Stormant fourth.

The overall went to Brown, with Boyland, Hensley and Stormant rounding out the top four.

Brown later won both 125cc B motos.

Results

125 A: 1. Justin Jackson (Hon).

125 B: 1. Chris Brown (Hon); 2. Randy Chum (Hon); 3. Josh Latina (Hon); 4. John Lake (Kaw); 5. Kyle Myers (Hon).

250 B: 1. Chris Brown (Hon); 2. Tom Boyland (Kaw); 3. Todd Hensley (Hon); 4. Mike Stormant (Kaw).

P/W: 1. Scott Perry (Yam); 2. Tyler Shields (Yam); 3. Derek Jackson (Yam).

60: 1. Mack Perry (Kaw).

Ribolzi romps at Stone Gate Hare Scrambles

By Arlene Hejlek

STEELVILLE, MO, AUG. 20

Ron Ribolzi captured first overall for the second time this season in the Missouri Hare Scrambles Series round nine at Stone Gate Farm.

The St. Louis Honda/Answer/Shoei/PBI Sprockets-sponsored Ribolzi was in the middle of the pack at the start, but used the creek section immediately following to put his Honda into second behind the leader Rusty Reynaud. By the end of the first lap Reynaud had stretched his lead to almost a minute, while Ribolzi and Honda-mounted Tim Newell diced for the second position. On the third lap, Reynaud dropped out with engine problems, and Newell overshot a turn and bent his shift lever. While Newell was making repairs, Ribolzi took the lead and poured on the gas for two more laps on the 12-mile course. Newell finished first Expert. Jim Stanfield, who had to pit and fix a flat tire after the first lap, took second Expert. Dwane Miinch was right on the heels of Ribolzi and Newell at the beginning, but drowned his engine in the mile-long creek section. Third Expert went to Wayne Struckoff followed by Steve Leivan.

Senior Bill Duffner ran right up there with the top riders finishing in the top 20 overall.

This was the first Missouri Hare Scrambles Series event held at scenic Stone Gate Farm and Rick Carpenter is to be commended for holding a real first class event.

Results

O/A: Ron Ribolzi (Hon).

EX: 1. Tim Newell (Hon); 2. Jim Stanfield (Kaw); 3. Wayne Struckoff (Yam); 4. Steve Leivan (Kaw); 5. Rusty Reynaud (Yam).

OPEN: 1. D. Agnew; 2. J. Williams; 3. H. Malone; 4. M. Sherivlin; 5. C. Spann.

250: 1. J. Sledge; 2. D. Youngblood; 3. H. Finlay; 4. K. Harmon; 5. C. Hutson.

200: 1. K. O'Brien; 2. D. Dillingham; 3. M. Bock; 4. S. Benton; 5. D. Ryan.

125: 1. V. Throckmorton; 2. C. Nesbitt; 3. M. Jamieson; 4. G. Ostoff; 5. R. Caviness.

4-STRK: 1. BB. Sergeant; 2. E. LaChance; 3. T. Bule; 4. P. Taylor; 5. T. Wisecup.

JR: 1. S. Taylor; 2. S. Merritt.

SR: 1. B. Duffner; 2. R. Caplinger; 3. D. Whelove; 4. L. Gilliand; 5. J. Ortbals.

S/SR: 1. C. Burk; 2. C. Donelson; 3. B. Adams; 4. M. Smith.

BEG: 1. R. Ebrecht; 2. G. Coleman; 3. D. Johnston; 4. J. Stevens; 5. R. Brake.

Pepper lands Long Branch Enduro win

By Roger Dowden

GUNNISON, CO, AUG. 20

Kelby Pepper maintained his series points lead with a victory on the rocky trails of Long Branch Enduro, the sixth of seven Rocky Mountain Enduro Circuit events.

Duane Gray and his large crew of Gunnison, Colorado area riders received permission to stage the Long Branch only three weeks before the event. They did a tremendous job of organization and layout of over 100 miles of trails. The start was at the edge of a beautiful valley meadow at an elevation of about 9000 feet. Three miles into the enduro, contestants found themselves on a narrow shelf trail that went on and up for miles. When the trail finally stopped ascending, it became a slick rocky path among the trees, occasionally dropping into lower sagebrush country, but never giving the riders a break in intensity.

Pepper, who will ride his first ISDE this month, managed to negotiate the endless rocky trails with only a 10-point loss. The normally cool young rider was a bit unsettled when his computer failed at 50 miles.

"I was flying blind for the last half of the race," said the Team Green rider. Pepper jammed the remainder of the enduro with good results, despite one burned check. Though Pepper's usual adversary Fritz Kadlec worked the event, he was not without competition. KTM rider Chris Willbanks will also attend his first Six Days this year. They were followed by the ever consistent Dennis Larratt with a 16-point tally. Yet another Six Days team member, Dwain Taylor, was just one minute back with 17. The four AA riders were followed by Bruce Field, who topped the 250cc A class with a 20-point score. Sixth overall went to the 200cc A victor Neal Payne, who dropped 22 points. A 24-minute deficit gave Troy Raynor his second Open A win in as many events. Howard Utsey wrapped up the year end Senior A class honors with another class trophy.

Open B rider Pete Waring was the best of the Bs at negotiating the high rocky terrain. He garnered the overall B trophy with a score of 35. Yamaha rider Wayne Intermill continued his dominance of the 250cc B class by carding 54 points and earning another first place. The third overall B score went to 200cc B victor Mark Bergman, who dropped 57 points.

The overall C honors went to 250cc Suzuki rider Clay Lupton, who posted a very credible score of 25 for the half loop. Second overall placing for the half-loopers went to Super Senior rider Buck Walsworth who lost only 27 points. ●

Results

AA: 1. Kelby Pepper (Kaw); 2. Chris Willbanks (KTM); 3. Dennis Larratt (Hon); 4. Dwain Taylor (KTM); 5. John Bruckbauer (Yam).

200 A: 1. Neal Payne (Kaw); 2. George Villani (Kaw); 3. Ed Beaumont (Kaw).

250 A: 1. Bruce Field (Hon); 2. Mark Mauz (KTM); 3. TJ Montgomery (Yam).

OPEN A: 1. Troy Raynor (Hon); 2. Ron Hockett (KTM); 3. Ken Giles (KTM).

SR A: 1. Howard Utsey (Hon); 2. Floyd Stretch (KTM); 3. Jeff Rehberg (KTM).

200 B: 1. Mark Bergman; 2. Mark Engel (Kaw); 3. Roy McMurty.

250 B: 1. Wayne Intermill (Yam); 2. Scott Ross (Hon); 3. Leroy McMurty.

OPEN B: 1. Pete Waring (KTM); 2. Doug Vara (Hon); 3. Rocky Pace (KTM).

SR B: 1. Richard Peterson (Hon); 2. John McDonald (Hon); 3. Roger Dowden (KTM).

4-STRK B: 1. Tracy Smith (Hon); 2. Keith Rholl (Hon); 3. Thomas Dillon (Hon).

200 C: 1. Dan Hill (Kaw); 2. Tim Waiss (Kaw); 3. Mitch Elson.

250 C: 1. Clay Lupton (Suz); 2. Curt Larson (KTM); 3. Scott Stretch (KTM).

OPEN C: 1. Jeff Harrison (Hon); 2. Keith Hill (KTM); 3. Clavin Gossert (KTM).

SR C: 1. Ed Guiezyaski (KTM); 2. Lee Beavers; 3. Jack Weller (KTM).

4-STRK C: 1. Richard Voelker (Hon); 2. John Moody; 3. Frank Numes.

LADIES: 1. Linda Scott (Kaw); 2. Debra Nuss (Kaw); 3. Kathie Beard (Yam).

S/SR: 1. Buck Walworth; 2. Wayne McFetridge (Kaw); 3. Bill Obert (KTM).

SPTSMN: 1. Dave Kimbly (KTM); 2. Doug Barnett (KTM); 3. Dennis Kelly (Yam).

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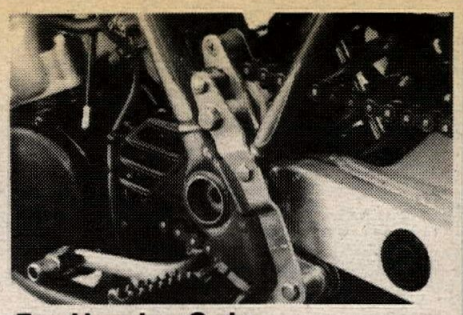

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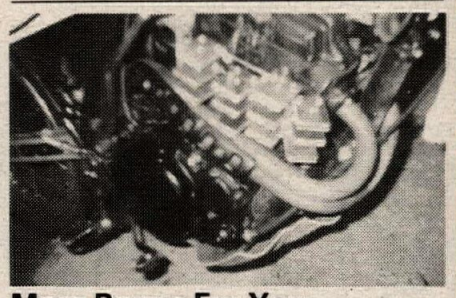

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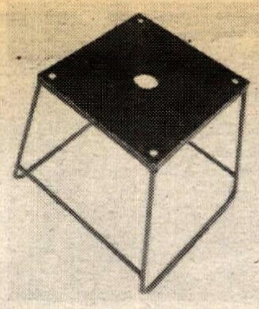

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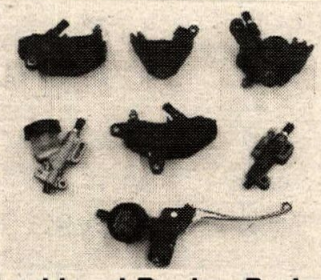

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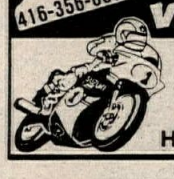

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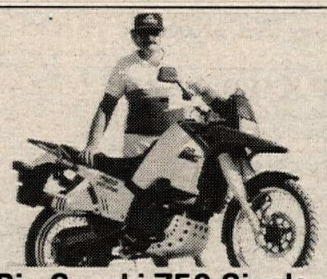

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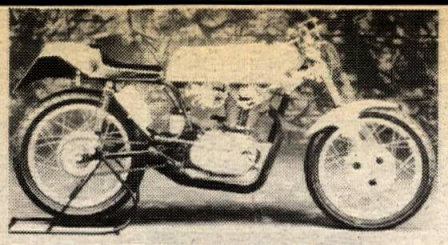

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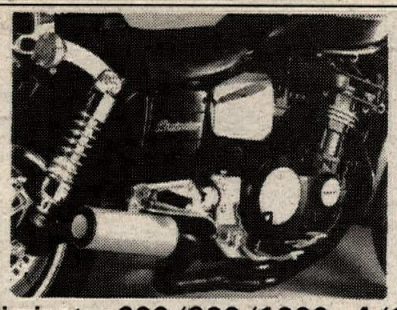

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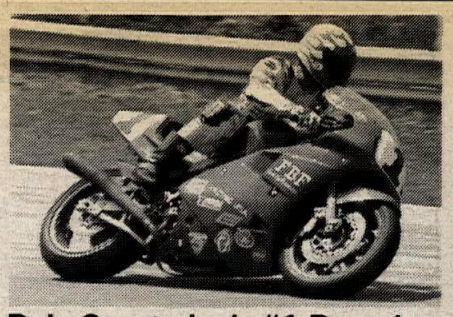

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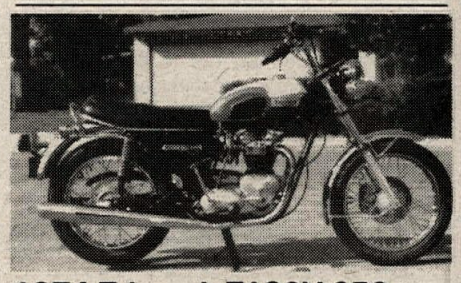

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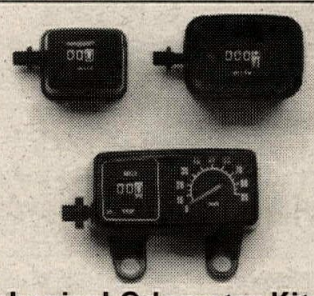

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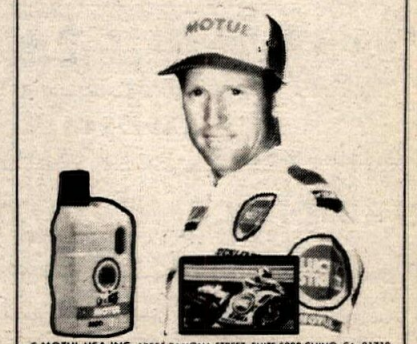

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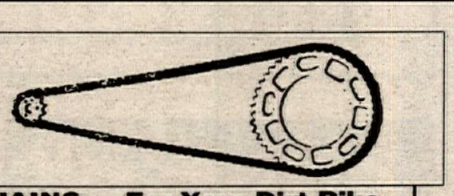

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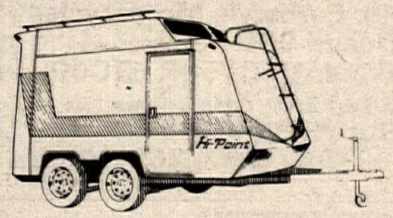

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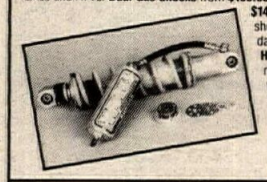

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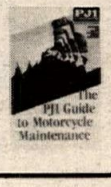

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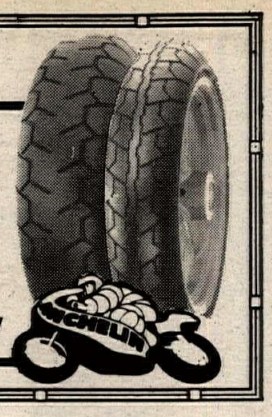

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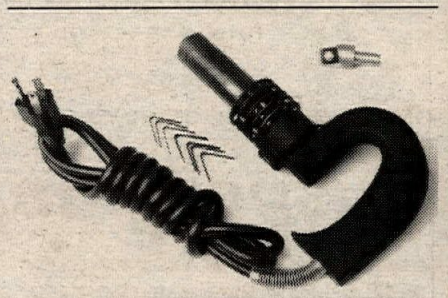

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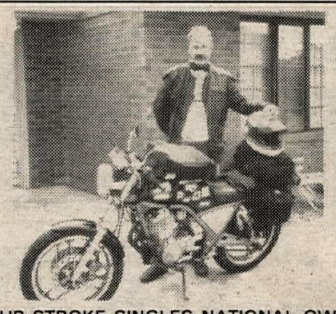

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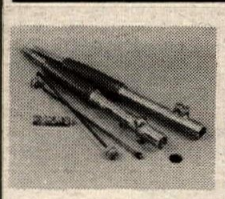

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In the WIND

BY PAPA WEALEY

(Continued from page 2.)

devote 25% of the space devoted to a tobacco logo to a health warning. The International Race Teams Association (IRTA) has already stated they will not run health warnings and because of the expense of transporting equipment to Australia would no doubt not accept the current "West German compromise" where logo shapes and colors are retained but the tobacco names are covered over or painted out. All of this has led to speculation that the Australian GP will switch to the new Darlington Park circuit in the state of Queensland, but that state is expected to introduce similar tobacco regulations prior to next year's GP.

In addition to the problems posed by the Victoria tobacco regulations, the promoters of the Australian GP — Barnard Project Management (BPM) — also face possible lack of funds prior to the event because of the new policy regarding ticket sales through BASS, the Victorian government's ticket agency. BASS is no longer allowed to release funds from advance ticket sales. This would no doubt cause a cash-flow crisis for BPM as they face a $7-8 million bill before they can get their hands on ticket revenue.

What's a GP worth to the host state Down Under? This year's Australian GP injected an estimated $55 million into Victoria's economy!

International Championship Events (ICE) has announced they'll hold the Budweiser Indoor Speedway Ice Racing World Championships in Tucson, Arizona, January 11-13. All seats are reserved and tickets are on sale now at the Tucson Convention Center box office and all Dillards locations.

The 1990 Honda lineup of street bikes will be unveiled at the company's dealer convention in Dallas, Texas, this week (September 21-23). Rumors have Honda bringing in 200 750cc RC30 superbikes, plus an improved version of their CBR600 middleweight sportbike (formerly called the Hurricane), likely with wider wheels and radial tires.

Another rumor going around has Yamaha importing 15 FZR750R 0W01 superbikes, likely for competition use only.

Trampas Parker, the newly-crowned 125cc World Champion from Shreveport, Louisiana, who now resides in Italy and holds an Italian racing license, was a controversial choice over Franco Rossi for the Italian Motocross des Nations team. The Italian federation wanted an all-Italian team for the September 10 event, but the Italian KTM importer Farioli, who supported Parker in his championship drive, insisted Parker be included on the team. Farioli told the Italian federation that Rossi, who also rides for KTM, wouldn't have a bike to ride even if he was selected for the team.

Parker will return to the the U.S. to ride his first 125cc AMA National MX on October 8 in Budds Creek, Maryland.

Although Parker said that he would like to stay with KTM to ride the 250cc World Championship MX Series in 1990, he is also considering an offer to ride the GPs for Suzuki.

There was a lot of talk at the Motocross des Nations of the top GP riders switching teams next year. It's possible that England's Dave Thorpe, the '89 500cc MX World Champion, will switch to Kawasaki with a three-year deal. If that happens fellow countryman Kurt Nicoll would lose his current ride and may return to KTM. Paul Malin, an 18-year-old Englishman, is also expected to ride on the Kawasaki team.

American Rodney Smith, who finished third in the 1988 250cc World Championship MX Series for Michele Rinaldi's Chesterfield team but slipped to seventh in '89, will reportedly switch to the 125cc class in 1990 with backing from Hollywood cigarettes and possibly Coca-Cola. Holland's John van den Berk is favored to take Smith's place on Rinaldi's team since he was unhappy with his Yamaha ride this year.

The 1991 Motocross des Nations will not take place in Venezuela as scheduled by the FIM because the South American country didn't send a team to this year's event in West Germany.

BORN: Robert Brett Wagner, son of Bobby and five-time Women's MX champ Lisa-Ekin Wagner, September 6, in Niles, Michigan.

Bill Howell, father of Kawasaki Team Green's and current southern California's AMA District 37 Hare & Hound 125cc class points leader Brett Howell, died last week after a bout with cancer. Over the years Bill helped many D-37 desert riders.

CORRECTION: The phone number for Ballistic Motorcycles that was listed in this section last week was incorrect; the correct number is 818/366-7599.

STOLEN: A prototype trail grooming drag, designed and built by Mel Lill of the Cycle Conservation Club of Michigan (CCC), from the Gladwin, Michigan, area on September 12; anyone with any information regarding the theft should contact the Gladwin County Sheriff's Department at 517/426-9284; a reward is being offered for its intact recovery.

According to Lill, Michigan has reached the goal of 1500 miles of single-track riding trails in the State Forests and no new trails will be permitted. Old trails are whooped-out and eroded after years of use. CCC is developing equipment and techniques to groom and repair single-track trails which are too narrow for any existing equipment to get through without widening the trails into roads. The stolen piece of equipment mentioned above is a two section tandem box drag and roller, 24 inches wide by 100 feet long. Lill says that in spite of this setback, CCC will continue the development project with new equipment beginning early next season.

California Trail Riders' Larry Langley tells Papa he'll route participants in the October 7-8 District 37 Dual Sport ride over "terrain that most riders in southern California have never ridden. We travel through Eureka Valley, White Mountains, Inyo Mountains and the Ancient Bristlecone Pine Forest with elevations from 5000 to 10,000-feet." The ride goes from Independence to Bishop on Saturday and then back to Independence on Sunday. The first day's distance is approximately 125 miles and the next day's is approximately 100 miles. For more information, contact Langley at 213/867-7429.

PROMOTED: Mike Meredith as head of promotions/public relations of Ceet Racing USA; Meridith will be responsible for Ceet's rider support program and can be reached at 1850 S. Santa Fe. Avenue, Vista, CA 92084, 619/724-7530.

If you're a dealer and you sold 200 or more Yokohama brand tires this year, contact Kayo Corporation (201/526-9207) to verify your eligibility for an all-expenses paid trip to Japan.

NAMED: Gary Smith to position of Southwest Region district sales manager of Cagiva North America; Smith was formerly accessories manager at Cagiva; he is also the co-host of Centerstand, a Los Angeles-area motorcycle radio show.

The Tokyo (Japan) Motorcycle Show will take place October 26-November 5. The Milan (Italy) Motorcycle Show will be held November 21-27, and the Paris (France) Motorcycle Show's dates are November 23-December 3.

APPOINTED: Ken Reid to the newly-created position of director of the American Motorcycle Heritage Foundation (AMHF), a non-profit, tax-exempt organization created by the AMA for the purpose of establishing a motorcycle museum and archives in Westerville, Ohio; Reid has been employed by the AMA since 1976, and most recently served as touring and transportation director; the museum is scheduled to open July, 1990.

After two years of behind-the-scenes interaction with the Illinois Legislature, the AMA has succeeded in placing several key amendments onto an existing Illinois off-road statute. House Bill 225, sponsored by Rep. David Phelps (D-Eldorado) was signed into law by Gov. James Thompson on August 30 and amends Public Act 85-183, better known as the ATV Safety Act of 1987. Under the provisions of the original law, riders under the age of 10 were prohibited from operating off-highway motorcycles. But as a result of the AMA's efforts, age restrictions will no longer apply on private property. Only riders under age six are prohibited from riding on private land. And now, competition motorcycles are exempt from the annual registration fee for off-highway motorcycles. Other amendments now protect landowners from prosecution in regard to various restrictions including the so-called "duty to care" provisions of the Illinois law. AMA legislative affairs specialist Jim Bensberg worked closely with AMA District 17 Congressman Paul Hayes and Decatur dealer John Lund to secure the amendments.

The Illinois law is scheduled to take effect immediately and will require all off-highway motorcycles, which are not designed for competition use only, to be registered. The collected registration fees will be used to purchase and maintain off-highway motorcycle parks and riding areas.

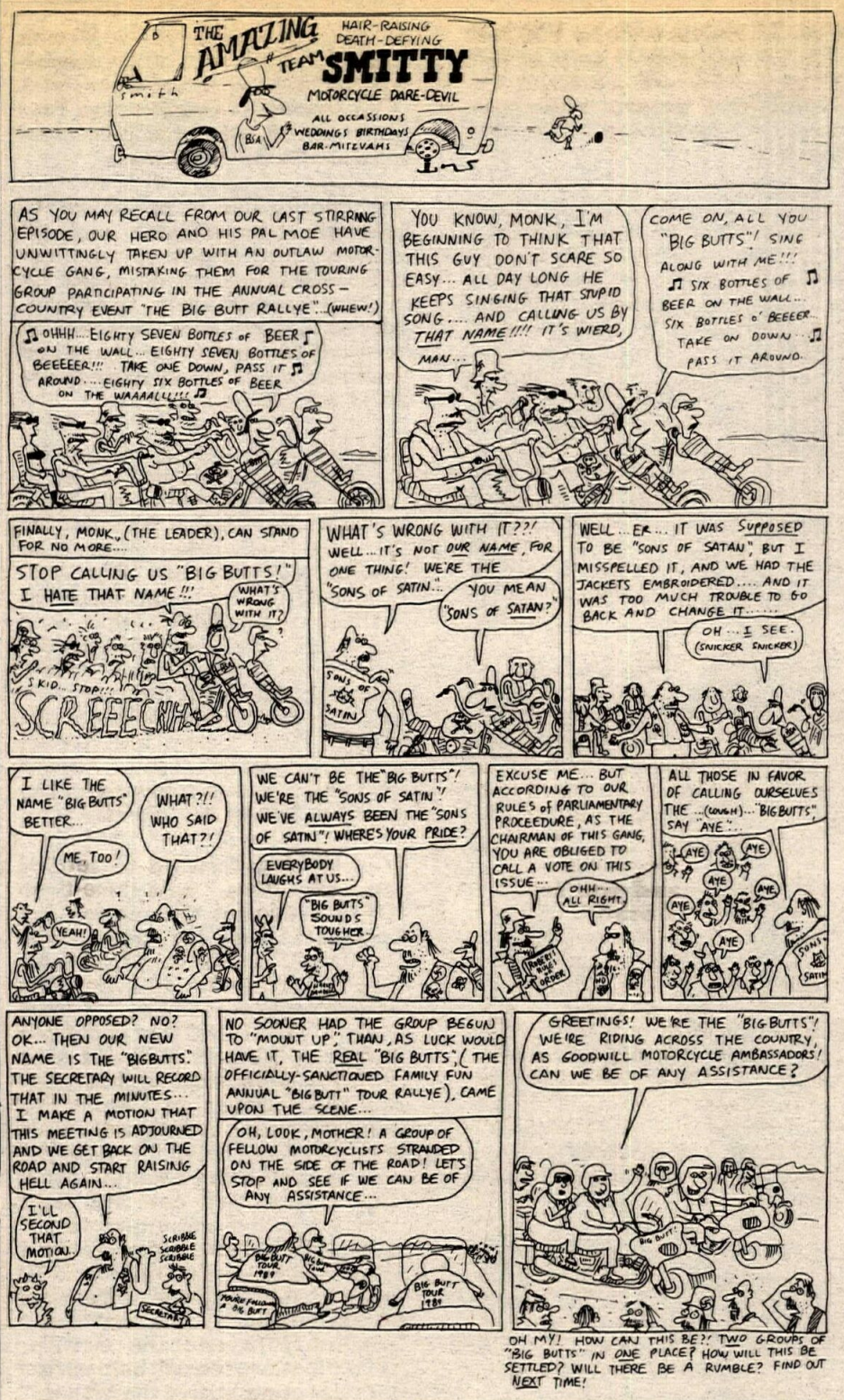
Motocrosser Sean Fries of Lincoln, Nebraska, tells Papa he's signed to race for Marci Moto next year. Marci Moto is the Spanish importer for KTM and Fries will be contesting the Spanish Nationals and a "few GPs." Fries is also planning on competing in the upcoming CMC Golden State Series and the first AMA/Camel Supercross Series rounds before going to Spain in late February. He's seeking sponsorship help for the Golden State Series and Camel Supercross Series events. Anyone who's interested in sponsoring Fries can reach him at 402/476-7474.

"I'm looking forward to getting some seat time," said three-time Grand National Champion Jay Springsteen of his trip to the October 27-29 AMA/CCS Finale road races at Florida's Daytona International Speedway. "I have a Suzuki GSXR750 that I got from Bartels' (the Los Angeles-area Harley-Davidson dealer that sponsors Springsteen in Camel Pro Series dirt track events) and we've been working on it. I'll race the bike in whatever Championship Cup classes we can and also compete in the endurance race," said Springsteen, who finished 10th in this year's Daytona 200 aboard an "antique" Yamaha FZ750. "I plan to race next year's Daytona 200 and the October (CCS Finale) races will help us find out how competitive the bike is."

Donald Jacks, who finished fourth in the AMA National Championship Superbike Road Race Series, is another rider headed for the AMA/CCS event at Daytona. In last year's races, Jacks had one AMA/CCS title in hand and was on track for a second when an accident ended his charge. Reconstructive surgery was required to repair the damage to the 19-year-old Florida racer's right wrist along with extensive therapy sessions which ultimately caused Jacks to miss this year's Daytona 200. "Despite missing the Daytona 200, I still had a good year," said Jacks. "Since I couldn't start the season at Daytona, I guess I'll have to finish it there."

The rain that canceled the September 17 San Jose Mile also knocked out the September 18 Hap Jones Invitational Golf Tournament. Tentative plans call for the golf tournament to take place on October 2, the day following the rescheduled San Jose Mile.

HosPITal STOP: Former WERA road racer Mark Tanner was involved in a street bike accident this past July and has been undergoing surgery and treatment ever since for a severely damaged left leg. According to Tanner's wife, Tracey, the outlook for saving his leg is good. Cards and letters can be sent to Tanner at his home: 53510 Grand River, Apt. 7, New Hudson, MI 48165.



Trials

(Continued from page 26)

Saturday's Vintage Road Race Nationals at Steamboat Springs.

The trial was held at the Steamboat Springs ski area, near the base of the world-class ski jump, and drew 39 entrants, twice the expected number for a first-time event.

Six sections were laid out, including one through a natural sulphur springs, a climb up a hill over a natural granite outcropping, a climb up a green, rocky, grassy hill, a gully right at the border of a lovely woods, and other beautiful terrain.

The big difference between vintage trials and modern trials, besides the age of the machinery (1974 and older), is that vintage trials riders operate under the pre-'77 rules that forbid stopping. Vintage riders must stay in motion and aren't allowed to stop even for an instant. This makes the sections look much simpler, and safer, which they are.

With a gallery of 50 or so spectators, the vintage machines began tackling the sections. Much of this iron is beautifully maintained, like Larry Varnell's Bultaco and Dick Mann's lovely rigid 500cc Triumph twin. Riders and spectators alike applauded Ossas, BSAs, an Indian (Velocette) plunger, and two Nortons, a "T" and a P-11.

The sections were broken out vintage-style, into up to four lines in each section, ranging from the basic section to all kinds of "naggery" for the more modern bikes.

Section five was probably the most interesting. Level one and two competitors had to run over several railroad ties after making sharp, 180-degree turns on a slick, decomposed granite flat. After this, the riders rode up a narrow stream bed, ones and twos taking the high line and threes and fours going where they pleased, up a steep short climb, a sharp left and out down a steep path. As the day wore on, the stream bed turned to deep mud and people cheered as Beno Rodi blasted through on his enormous Norton P-11 with his feet completely under the mud! ●

Results

RIGID H/W A: 1. Steve Martin (BSA); 2. Craig Klesh (Tri).

RIGID H/W B: 1. Mike Hosafraus (Nor).

PREM H/W A: 1. Fred Mork (R-E); 2. Beno Rodi (Mat).

H/W SPTSMN A: 1. Beno Rodi (Nor); 2. Jim Holbrook (AJS).

H/W SPTSMN C: 1. John Huelel (Ind); 2. Don Schmutzer.

PREM L/W A: 1. Craig Klesh (BSA); 2. Ernie Stair (BSA); 3. Peter Cruttenden (BSA).

PREM L/W C: 1. Lee Cowie (Gre); 2. Mike Malone (Gre).

PREM L/W SPTSMN: 1. Phil Anderson (BSA); 2. Bill Anderson (H-D).

MOD CLASS A: 1. Jess Hubert (Mon); 2. Larry Varnell (Bul); 3. Dick Hedwell (Hon); 4. Craig McClean (Suz).

MOD CLASS B: 1. Randy Osborne (Yam); 2. Terry Sterret (Bul).

MOD CLASS C: 1. Paul Siebert (Bul); 2. Bret Morsehead (Yam); 3. Mike Hammond (Yam); 4. James Jenny (Mon); 5. T.V. Meyers (Mon).

SPTSMN A: 1. Jim Willis (Hon).

JR (0-9): 1. Bucky Martin (Yam); 2. Steve Varnell (Yam).

YOUNG GENTLEMAN (10-14): 1. Joe McCoy (Mon).

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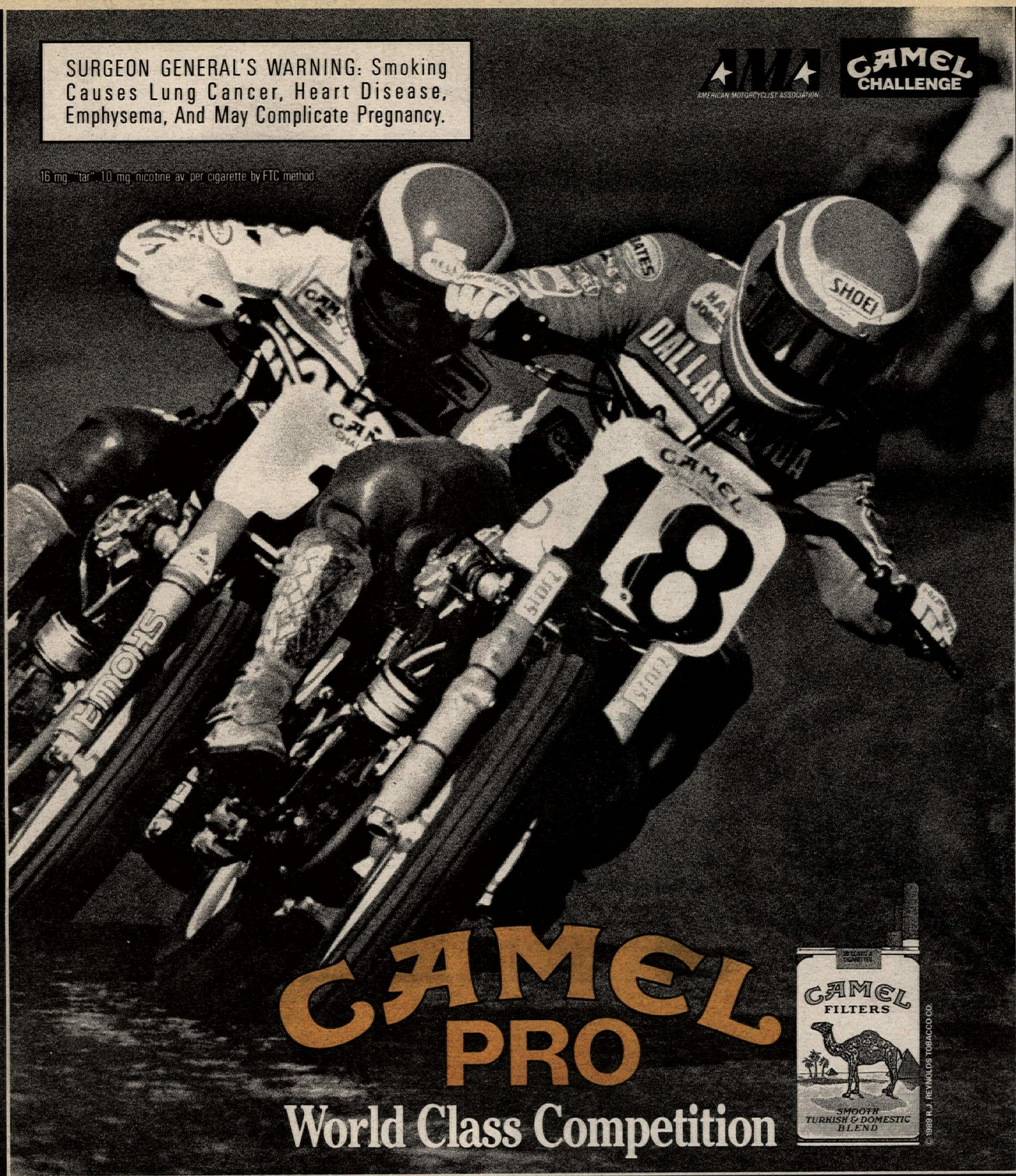

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